

9000 Area Planning Documentation

9100 Emergency Notification

Spill Incident Notification:

A substantial spill of oil usually has a responsible party (RP) who is aware that the discharge has occurred (as in the case of a vessel grounding or collision, or a tank or pipeline rupture at a facility, for example). The party responsible for a discharge of oil into the navigable waters of the United States is required by federal law (40 CFR Part 302) to immediately report the discharge to the Coast Guard; and if the discharge occurs within the waters of the state of California, by state law to report it to the state. Responsible parties meet their requirement under federal law by reporting the spill to the National Response Center or to the local Coast Guard Sector San Diego. State law requires the report to be made to the Office of Emergency Services. However, persons other than the responsible party often make reports of oil spills (usually smaller ones) directly to the local Coast Guard SECTOR or to the NRC. The diagram below depicts the ways that the initial notification of an oil spill can be received, and the notification protocol that exists among the federal and state principals.

Agency	Phone Number
NRC USCG	800-424-8802
CA OES	800-852-7500
San Francisco Bay	415-399-3547
LA/LB	310-732-7389
San Diego (24hrs)	619-278-7262

The minimum information required to be passed is indicated by an asterisk (*) on the form. The form designates responsibility and ensures accountability for the notification of other federal and state agencies and non-profit/public interest groups. The intent is to show the chain of responsibility for notifications, rather than a specific notification check off list intended for use by all parties. No attempt has been made to represent the complete notification lists used by state and local government emergency contacts.

Notification Table	
Agency	Phone Number
FEDERAL	
Coast Guard Sectors are responsible for contacting the following:	
USCG Pacific Strike Team (24hrs)	415-883-3311
CA OES (24hrs)	800-852-7550
CA DFG/OSPR	916-445-0045 (24 hrs.)
CG PACAREA/D11 OPCEN	510-437-3700 (24 hrs.)
NOAA SSC	800-SKY-8888/PIN 579-8818 (24hr)
USCG Public Affairs (north)	510-437-3325

PIAT	919-331-6006/6032
USCG Sector/Airsta Humboldt Bay	707-839-6116
USCG Sector San Francisco	415-399-3417/3530
USCG Sector LA/LB	310-732-7389
USCG Sector San Diego	619-278-6470
More Contacts	Section 5610
STATE	
California OES	
CA EPA, DTSC	916-324-1826 (24hr.)
CALTRANS	916-651-8483(24hr)
California Highway Patrol (CHP)	707-551-4100(24hr)
** Other agencies as prescribed by state notification system	County OES County Health Department(s) (or designated local emergency contact) County Fire Department(s) County & City Police Department(s) Harbormaster(s)/Port Authority(s)
** Other agencies and groups as prescribed by county notification system	
** Owners/operators/trustees of property or facilities potentially impacted Harbormaster(s)/Fisherman's Organization(s) Port Authority(s)	
OSPR	
CA Office of Emergency Services	800-852-7550 (24 hr)
CA Dept. of Parks & Recreation	916-296-2408 (24 hr)
CA Coastal Commission	415-904-5285
CA State Lands Commission	800-852-7550 (24 hr)
Farallones Nat'l Marine Sanctuary	415-561-6622
International Bird Rescue Research Center (IBRRC)	310-514-2573
IBRRC Marine Mammal Center	415-289-7325 (24 hr)
National Park Service/GGNRA	415-561-4462 (24 hr)
State Interagency Oil Spill Committee (SIOSC) Confidential Notification List	

U.S. Fish & Wildlife Service (Appropriate field office)	
Wildlife Contacts	
Center for Marine Conservation	415-375-4509
Marine Mammal Center	415-289-7325 (24 hr)
Marine Mammal Center Friends of the Sea Otter	831-289-7325 (9am-5pm) 831-726-1750 (after 5pm)
Pacific Marine Mammal Center	949-494-3050
Pacific Wildlife Care Center	805-543-WILD
Save Our Shores	831-462-5660 (day) 1-800-9-SHORES (after hours)
<i>This table is intended to show possible notifications. It is not a detailed notification checklist.</i>	

9110 Initial Awareness, Assessment & Notification Sequence

9110.1 Initial Assessment Check-off List

9110.2 Initial Action Check-off List

9110.3 Notification Check-off List

9200 Personnel and Services Directory

9210 Federal Resources/Agencies

Refer to [Section 5010 of the Region 9 Regional Contingency Plan](#).

9210.1 Trustees for National Resources

40CFR300.175 describes in detail the different federal agency roles and responsibilities for oil or chemical spills. Some of these agencies are also Natural Resource Trustees and must be informed immediately if their area of responsibility is threatened or impacted. For example the Department of Interior's (DOI) Regional Environmental Officer (REO), the Department of Agriculture (USDA) through the Forestry Service Regional Response Team (RRT) Representative, and the Department of Commerce (DOC) through the National Oceanic and Atmospheric Administration (NOAA) Regional Response Team Representative, must be involved when the response involves abandoned or grounded vessels that are releasing or threatening to release pollution (i.e., oil, hazardous substances, pollutants, or contaminants) into the environment of lands and waters managed by federal natural resource trustees (which may include other federal agencies not specifically listed within this policy letter). Their involvement should include notification, consultation, coordination, and response requirements that are strictly outlined within the NCP. DOI protects, manages, and provides access to natural and cultural resources located on over 507 million acres of land across America and about 2 billion acres in the offshore waters of the Outer Continental Shelf. Resources under DOI jurisdiction include, but are not limited to the national park system, national wildlife refuges, threatened and endangered species, migratory birds, certain marine mammals, fish hatcheries, national monuments, wilderness areas, public lands, and wild and scenic rivers. The DOI natural resource trustee point of contact for emergency preparedness and response is the REO. The DOC RRT Representative represents NOAA trust resource agencies which manage living marine resources and their habitats including threatened and endangered species, marine mammals, Essential Fish Habitat and National Marine Sanctuaries. NOAA also provides scientific support for response and contingency planning in coastal and marine areas. The Forest Service RRT Representative represents those that manage public lands in national forests and grasslands. The Forest Service manages national forests and grasslands that encompass 191 million acres of land for multiple uses and benefits, and for the sustained yield of renewable resources such as water, forage, wildlife, wood, and recreation.

9210.2 USCG

9210.21 USCG National Strike Force (NSF)

9210.22 USCG District Response Assist Team (DRAT)

9210.23 Public Information Assist Team (PIAT)

9210.24 USCG Reserve

9210.25 USCG Auxiliary

9210.3 NOAA

9210.31 Scientific Support Coordinator

9210.32 Discharge and Release Trajectory Modeling

9210.33 Oceanic and Atmospheric Modeling

9210.4 US Navy Supervisor Salvage (SUPSALV)

9210.5 EPA Emergency Response Teams

9210.6 Agency for Toxic Substance and Diseases (ATSDR)

9220 State Resources/Agencies

Refer to [Section 5011 of the Region 9 Regional Contingency Plan](#).

9220.1 Government Official Liaisons

9220.2 Trustees for Natural Resources

9220.3 State Emergency Response Committees (SERC)

9220.4 State Environmental Agencies

9220.5 State Historic Preservation Office

9220.6 Law Enforcement Agencies

9220.7 Hazardous Substances Response Teams

9230 Local Resources/Agencies

District Response Advisory Team, Commander (Pmr)
Eleventh CG District, Building 50-6, Coast Guard Island
Alameda, CA 94501-5100

9230.1 MSRC - Long Beach/LA

Oil Spill Response Vessels (OSRVs)		
<p>Clean Coastal Waters, Inc. 190 South Pico Avenue Long Beach, California 90802-6247 (562) 432-1415 (24 hours)</p>		
Vessel	Specifications/Equipment	
<p>CLEAN WATERS 1 Berth 59 Port of Long Beach</p>	<p>Dimensions 145' x 35' Draft 9' Fuel capacity - 31,800 gal Potable water - 10,400 gal Oil storage - 1,510 bbls Ballast tanks - 1,390 bbls Main engines - 4 12 V-71 GMC Speed - 10.5 kts Accommodations - complete for 8 persons Electronics - Radar, GPS, 2-VHF Marine, UHF CCW frequency, Single Side Band, EPIRB, Depth finder, Cellular phone w/fax</p>	<p>4,500' Expandi Model 4300 boom (5 - 750' Roto Packs) 4 Hydraulic power packs 2 LORI LORS - 4 brush chains per side 2 Advancing skimmer jibs w/boom 2 GT-185 skimmers 2 Framo TK 150 off loading pumps - 1,257 bbls/hr each 2 Recovered oil off loading pumps, DESMI DOP 250 - 629 bbls/hr each Hydraulic crane 12 ton capacity, 50 ft boom 10 bales sorbent pads 600' sorbent boom</p>

<p>RECOVERY 1 Berth 57 Port of Long Beach</p>	<p>Dimensions 100' x 28' Draft 6' 5" 2 - Caterpillar diesel engines - 535 HP each Fuel capacity - 2,500 gal Potable water - 300 gal Oil storage - 2,215 bbls 2 - Generators - 25 KW w/lights Speed - 10 kts Electronics - Radar, GPS, 2-VHF Marine, UHF CCW frequency, Single Side Band, EPIRB, Depth finder, Auto pilot, Cellular phone w/fax</p>	<p>1,500' Expandi Model 4300 boom (2 - 750' Roto Packs) 2 - Advancing skimmer jibs w/boom 2 - LORI LORS - 4 brush chains per side (heavy and light oil brush) 2 - Recovered oil off loading pumps, DESMI DOP 250 - 629 bbls/hr each 2 - Hydraulic power packs - 42 gpm @ 2,500 psi Hydraulic crane 6 ton capacity, 30 ft boom 10 bales sorbent pads 600' sorbent boom</p>
<p>Recovery 2 Berth 57 Port of Long Beach</p>	<p>Dimensions 100' x 28' Draft 6' 5" 2 - Caterpillar diesel engines - 535 HP each Fuel capacity - 2,500 gal Potable water - 300 gal Oil storage - 2,215 bbls 2 - Generators - 25 KW w/lights Speed - 10 kts Electronics - Radar, GPS, 2-VHF Marine, UHF CCW frequency, Single Side Band, EPIRB, Depth finder, Auto pilot, Cellular phone w/fax</p>	<p>1,500' Expandi Model 4300 boom (2 - 750' Roto Packs) 2 - Advancing skimmer jibs w/boom 2 - LORI LORS - 4 brush chains per side 2 - GT-185 skimmers 2 - Recovered oil off loading pumps, DESMI DOP 250 - 629 bbls/hr each 2 - Hydraulic power packs - 42 gpm @ 2,500 psi Hydraulic crane 6 ton capacity, 30 ft boom 10 bales sorbent pads 600' sorbent boom</p>
<p>3 – LORI / Barges Berth 59 Port of Long Beach</p>	<p>Dimensions 8' x 33' Draft 4' (loaded) Oil Storage - 100 barrels</p>	<p>LORI Bow Collector - 2 brush chain Hydraulic power pack - 10 gpm @ 1500 psi Recovered oil off loading pump - 429 bbls/hr</p>
<p>Fast Response Boats (FRBs)</p>		

<p>RECON 1 Berth 57 Port of Long Beach</p>	<p>Dimensions 42' x 16' Draft 3' 8" 2 - Caterpillar diesel engines - 375 HP each Fuel capacity - 400 gal Speed - 20 kts Electronics - Radar, GPS, VHF Marine, UHF CCW frequency, EPIRB, Depth finder</p>	<p>1,000' Kepner 43" Reel Pack Boom Hydraulic boom reel 8' x 12' Power take off 8.0 KW generator w/lights</p>
<p>RECON 2 Berth 57 Port of Long Beach</p>	<p>Dimensions 42' x 16' Draft 3' 8" 2 - Caterpillar diesel engines - 375 HP each Fuel capacity - 400 gal Speed - 20 kts Electronics - Radar, GPS, VHF Marine, UHF CCW frequency, EPIRB, Depth finder</p>	<p>1,000' Kepner 43" Reel Pack Boom Hydraulic boom reel 8' x 12' Power take off 8.0 KW generator w/lights</p>
<p>RECON 3 Berth 57 Port of Long Beach</p>	<p>Dimensions 43' x 16' Draft 3' 10" 2 - Caterpillar diesel engines - 375 HP each Fuel capacity - 400 gal Speed - 20 kts Electronics - Radar, GPS, VHF Marine, UHF CCW frequency, EPIRB, Depth finder</p>	<p>1,000' Kepner 43" Reel boom Hydraulic boom reel 8' x 12' Power take off 8.0 KW generator w/lights</p>

<p>RECON 4 Berth 57 Port of Long Beach</p>	<p>Dimensions 43' x 16' Draft 3' 10" 2 - Caterpillar diesel engines - 375 HP each Fuel capacity - 400 gal Speed - 20 kts Electronics - Radar, GPS, VHF Marine, UHF CCW frequency, EPIRB, Depth finder</p>	<p>1,000' Kepner 43" Reel boom Hydraulic boom reel 8' x 12' Power take off 8.0 KW generator w/lights</p>
<p>RESPONSE 1 Berth 57 Port of Long Beach</p>	<p>Dimensions 34' x 12' Draft 2' 8" 2 – Volvo Penta diesel engines I/O's – 200 HP each Fuel capacity - 200 gal Speed - 20 kts Electronics - Radar, GPS, VHF Marine, UHF CCW frequency, EPIRB, Depth finder</p>	<p>Vessel Dedicated Shallow Water Equipment (six hour mobilization required)</p>
		<p>LORI skimmer - 2 brush chains Advancing skimmer jib w/boom Hydraulic power pack Oil storage tank - 8 bbls Off loading pump - 111 bbls/hr Davit arm</p>
<p>RESPONSE 2 Berth 57 Port of Long Beach</p>	<p>Dimensions 34' x 12' Draft 2' 8" 2 – Volvo Penta diesel engines I/O's – 200 HP each Fuel capacity - 200 gal Speed - 20 kts Electronics - Radar, GPS, VHF Marine, UHF CCW frequency, EPIRB, Depth finder</p>	<p>Vessel Dedicated Shallow Water Equipment (six hour mobilization required)</p>
		<p>LORI skimmer - 2 brush chains (heavy & light oil brush) Advancing skimmer jib w/boom Hydraulic power pack Oil storage tank - 8 bbls Off loading pump - 111 bbls/hr Davit arm Shallow water capable</p>

RESPONSE 3 Berth 57 Port of Long Beach	Dimensions 34' x 12' Draft 2' 8" 2 – Volvo Penta diesel engines I/O's – 200 HP each Fuel capacity - 200 gal Speed - 20 kts Electronics - Radar, GPS, VHF Marine, UHF CCW frequency, EPIRB, Depth finder	Walosep W1 stationary skimmer Hydraulic power and pump pack Oil/water separating/storage tank - 15 bbls Off loading pump - 86 bbls/hr Hydraulic crane 2½ ton capacity, 15 ft boom
Work Boats		
21' ALUMINUM WORK BOAT (SKIMSLED) CCW Storage Yard	w/2 - 90 HP (four stroke) engines	Walosep WM stationary skimmer Hydraulic power and pump pack Oil/water separating/storage tank - 7 bbls
20' ALUMINUM WORK BOAT CCW Storage Yard	w/2 - 90 HP (four stroke) engines	Walosep WM stationary skimmer Hydraulic power and pump pack Oil/water separating/storage tank - 7 bbls
20' ALUMINUM WORK BOAT CCW Storage Yard	W/ 115 HP engine	
18' ALUMINUM WORK BOAT Berth 57 Port of Long Beach	w/2 40 HP engines w/trailer	
18' ALUMINUM WORK BOAT Berth 57 Port of Long Beach	w/2 50 HP (four stroke) engines w/trailer	

2 – 16' ALUMINUM WORK BOATS (1) Clean Waters I (1) CCW Storage Yard	w/2 40 HP engines w/trailers	
Vessel Dedicated Skimmers		
3 – WALOSEP SKIMMERS (Stationary) RESPONSE 3	Model W1 Pump capacity - 300 bbls/hr Derated capacity - 1,330 bbls/day	21' Skimsled Shallow water capable.
	Model WM Pump capacity - 70 bbls/hr Derated capacity - 336 bbls/day	
6 – LORI LORS (Advancing)	4 Chain Brush System Recovery capacity - 1,032 bbls/hr each Derated capacity - 4,954 bbls/day each	2 - Clean Waters 2 - Recovery 1 (Vessel equipped with LORI Brush Systems for both heavy oil and light oil) 2 - Recovery 2
2 – LORI SIDE COLLECTORS (Advancing) Shallow water capable.	2 Chain Brush System Recovery capacity - 516 bbls/hr each Derated capacity - 2,477 bbls/day each	1 - Response 1 1 - Response 2 (Vessel equipped with LORI Brush Systems for both heavy oil and light oil)
3 – LORI BOW COLLECTORS (Advancing) Shallow water capable.	2 chain brush system Recovery capacity - 516 bbls/hr each Derated capacity - 2,477 bbls/day each	1 - LORI / Barge 1 1 - LORI / Barge 2 1 - LORI / Barge 3
4 GT 185 SKIMMERS (Advancing)	Pump capacity – 282 bbls/hr each Derated capacity - 1,354 bbls/day each	2 - Clean Waters I 2 - Recovery 2
Packaged Skimming Systems		

DESMI TERMINATOR (Stationary)	Pump capacity - 629 bbls/hr Derated capacity - 3,019 bbls/day Diesel hydraulic power pack	CCW Storage Yard
2 – GT 185 SKIMMERS (Advancing) (VOSS)	Pump capacity - 282 bbls/hr each Derated capacity - 1,354 bbls/day each Diesel hydraulic power pack Aluminum floating jib w/boom	1 - CCW Storage Yard 1 - M/V Sam Talak
GT 185 SKIMMER (Stationary)	Pump capacity - 282 bbls/hr Derated capacity - 1,354 bbls/day Diesel hydraulic power pack	Barge LBM No. 3
34 – 250 Containment Boom Solid Fill Type		
7,000' American Marine	(14" x 30")	Ship Services L.A. Harbor
9,100' Kepner Boom (12" x 24")	3,800' 2,300' 1,500' 1,500'	Anaheim Bay Berth 168 L.A. Harbor Berth 46 L.A. Harbor CCW Storage Yard
10,000 American Marine Boom (8" x 12")	1,500' 1,500' 800' 1,200' 1,200' 3,800'	Anaheim Bay Newport Bay Alamitos Bay LB Fire Boat Station #15 LB Fire Boat Station #20 CCW Storage Yard
4,500' American Marine Boom (6" x 12")	2,000' 2,500'	Anaheim Bay CCW Storage Yard
825' American Boom (4" x 6")	(4" x 6")	Anaheim Bay
1,825' American Boom	(3" x 6")	Anaheim Bay
1,000' American Boom	(2" x 6")	Anaheim Bay
Containment Boom – Air Flotation Type		

3,198' EXPANDI BOOM – MODEL 3000 (14" x 17")	3,198' Roto Pack	CCW Storage Yard
45,750' EXPANDI BOOM - MODEL 4300 (20" x 23")	4,500' 6-750' Roto Packs 1,500' 2 - 750' Roto Packs 1,500' 2 - 750' Roto Packs 1,500' 2 - 750' Roto Packs 750' 1 - 750' Roto Pack 3,500' Various Roto Packs 1,500' 2-750' Roto Packs	Clean Waters Recovery 1 Recovery 2 Platform Eva Platform Emmy CCW Storage Yard Platform Esther
1,400' KEPNER REEL PACK BOOM (18" x 25")	1,000' Boom Reel 1,000' Boom Reel 1,000' Boom Reel 1,000' Boom Reel	Recon 1 Recon 2 Recon 3 Recon 4
Containment Boom – Air Flotation Type		
FIBERGLASS TANK	70 bbl capacity	Berth 59, Long Beach
2 FAST TANKS	62 bbl capacity each	CCW Storage Yard
3 – DUNLOP DRACONES	Heavy duty sea bag used with any skimmer. Holds 1,200 gallons. Equipped with towing hose assemblies and fittings	CCW Storage Yard
2 – KEPNER SEA BAGS	1,200 gallon capacity each	1 – CCW Storage Yard 1 - King Harbor, El Segundo
Dispersant Equipment		
6,575 GAL COREXIT 9527	Drummed	CCW Storage Yard
AT 802 DISPERSANT APPLICATION AIRCRAFT	800 gal capacity	Coolidge, Arizona
Pumps		
2 FRAMO TK 150 OFF LOADING PUMPS	1,257 bbls/hr capacity each	2 - Clean Waters I
8 - DESMI DOP 250 OFF LOADING PUMPS	429 bbls/hr capacity each	1 - LORI / Barge 1 1 - LORI / Barge 2 1 - LORI / Barge 3

3 - DPL40-D3 OFF LOADING PUMPS	111 bbls/hr capacity each	1 - Response 1 1 - Response 2 1 - CCW Storage Yard
2 - M15 PUMPS	343 bbls/hr capacity each	1 - Clean Waters I 1 - CCW Storage Yard
TRASH PUMP	874 bbls/hr capacity	1 - CCW Storage Yard
Communications Equipment		
2 BASE UNITS - UHF	454.000 MHz 459.000 MHz	1 - Clean Waters I 1 - CCW Office
21 MOBILE UNITS - UHF	454.000 MHz 459.000 MHz	1 - Recovery 1 1 - Recovery 2 4 - Recon 1,2,3,4 3 - Response 1,2,3 1 - GM's Truck 1 - OS's Truck 1 - S Truck 1 - FOC 1 - 3-Ton Truck 1 - ½-Ton Utility Truck 3 - Crewcab Trucks 1 - Van 4 - CR (spares)
38 PORTABLE UNITS - UHF	454.000 MHz 459.000 MHz	4 - Clean Waters I 1 - GM 1 - OM 1 - MM 2 - S 3 - SL 1 - CCW Office 25 - CR

17 MARINE MOB UNITS - VHF	Marine Band	2 - Clean Waters I 2 - Recovery 1 4 - Recon 1,2,3,4 3 - Response 1,2,3 1 - CCW Office 1 - FOC
12 PORTABLE UNITS - VHF	Marine Band	1 - Clean Waters I 1 - S 1 - SL 6 - FRB
11 CELLULAR PHONES	11 Handhelds 2-way radio 6 Hardwired	1 General Manager 1 Operations Manager 1 Maintenance Manager 2 Supervisors 3 Section Leaders 1 Clean Waters I 1 CCW office 1 Clean Waters I 1 Recovery 1 1 Recovery 2 1 Field Operations Center
6 FAX MACHINES		1 Clean Waters I 1 Recovery 1 1 Recovery 2 1 FOC 1 CCW Office 1 CR (spare)
Vehicles		
FIELD OPERATIONS CENTER		CCW Storage Yard

TRUCKS	1 - 3-Ton Stake Bed Truck w/ 2-Ton Hydraulic Crane 1 - 2-Ton Stake Bed Truck 1 - 1-Ton Crew Cab Pickup Truck 2 - 1-Ton Crew Cab Stake Bed Trucks 2 - ¾-Ton Pickup Trucks 2 - ½-Ton Pick-up Truck	CCW Storage Yard
VAN	Seven Passenger	CCW Storage Yard
MSRC West Coast Equip.		
See Attached List		

9230.2 Trustees for National Resources

To Be Developed (from old ACP Section 5630.1)

The OSC should notify the appropriate land managing agencies or trustees of natural resources whenever there is any indication of resources potentially being affected by a hazardous substance release. These individuals can give the OSC valuable information about natural resources to be impacted in the area and any special seasonal concerns that the OSC should be aware of when initiating the response. Call DOI to identify Regional Environmental Officer.

List of land managing agencies/trustees and owners/operators for the environmentally sensitive, economically significant, and historical & culturally significant sites are listed on each site description in section 9800 of this plan.

9230.3 Local Emergency Planning Committees

Office of Emergency Services

Office of Emergency Services
5555 Overland Avenue, Suite 1911
San Diego, CA 92123-1294

858-565-3490

858-565-3499

9230.4 Local Environmental Agencies

To Be Developed

9230.5 Law Enforcement Agencies

9230.6 Port Authority/Harbormaster

The San Diego Unified Port District was established to manage the harbor, operate the international airport at Lindberg Field, and administer the public tidelands surrounding San Diego Bay. The "Port District" encompasses an area that includes the cities of San Diego, National City, Chula Vista, Imperial Beach and Coronado. The Port District, under the direction of the Board of Port Commissioners, is responsive to the needs of the public and works to provide the facilities and services that will offer the greatest public benefit.

The Port District can be contacted as follows:

The San Diego Unified Port District

3165 Pacific Highway

San Diego, CA 92101

(619) 686-6200

Website: www.portofsandiego.org

9230.7 Fire Departments

Local fire departments respond to all fires and emergencies within their respective city boundaries. All local fire departments are participants in the Mutual Aid Agreement with the other cities in the San Diego area and will respond when requested. A detailed listing of city fire department jurisdictions can be found in Section 201 of the Burning Ship Contingency Plan.

Fire Department Dispatch 911

The San Diego Fire Department (SDFD) and the San Diego County Department of Health Services, Hazardous Materials Management Division (HMMD) Hazardous Materials Response Teams are the two organizations that comprise San Diego's local Special Forces. These two teams have a total workforce of thirty (30) personnel that meet the requirements of the California Specialized Training Institute (CSTI) HazMat Technician and/or Specialist. These two teams can provide services which include establishing and working under the Incident Command System, assisting with coordination of local, state federal, mutual and automatic aid agencies, assisting Incident Commanders and Scene Managers with HazMat incident action planning, safety and medical planning, risk assessment, resources development, mitigation, containment, and control. Additionally, team members will provide product identification, neutralization and clean-up of small spills and leaks, public health and safety evaluations, make recommendations regarding evacuations, and perform assessments on the environmental impact during the emergency phase of all chemical emergencies.

These teams can be contacted as follows:

SDFD HazMat Team

525 "B" Street, Suite 805

San Diego, CA 92101

HMMD HazMat Team (STA 44)

1700 Pacific Highway

San Diego, CA 92101

(619) 238-1212

(619) 338-2284/2222

9230.8 Hazardous Substances Response Teams

San Diego Metropolitan Medical Strike Team

Please contact Patrick by e-mail [Patrick.Buttron@sdcounty.ca.gov] or phone: (619) 285-6453.

9230.9 Explosive Ordinance Detachments (EOD)

9230.10 Site Safety Personnel/Health Departments

Weather Service

The National Weather Service (NWS), which is a line office within the National Oceanic and Atmospheric Administration (NOAA), is responsible for providing up-to-date weather information in response to oil spills. NWS can provide such information as wind direction and speed, air and sea temperatures, and direction and height of sea and swell. The NWS can also provide weather forecasts, which are updated daily, and can range anywhere from two to five days. Additionally, if the spill is in, or near a riverine system, the NWS's River Forecast Office can provide river flow rates and predicted flow rates as well. In a spill response, river and weather information will be provided to the Federal On Scene Coordinator by the NWS via the NOAA Scientific Support Coordinator (SSC). An agreement between NOAA's Hazardous Materials Response and Assessment Division, and NWS establishes the SSC as the point of contact in order to streamline the flow of information and to provide specialized weather needs without affecting the normal operating procedures of the forecast office. Furthermore, the agreement provides for a dedicated Meteorologist to assist NOAA in obtaining the most accurate and current information for operational planning and trajectory analysis.

The NOAA Scientific Support Coordinator can be contacted at:

NOAA/HMRAD

Coast Guard Island, Bldg. 50-5

Alameda, CA 94501

Phone: (206) 526-4911

Pager: (800) SKY-PAGE PIN #579-8818

9240 Private Resources

Refer to the following web link for Western Response Resource List (WRRL)

<http://www.wrri.us/index.html>

9240.1 Clean-up Companies (BOA & Non-BOA)

This section of the plan includes a list cleanup contractors, companies and agencies point of contact to mobilize the available response equipment.

CLEANUP CONTRACTORS/COMPANIES/AGENCIES

Company Name	Address	Contact Numbers	Response Time
Advanced Cleanup Technologies, Inc. (Actl)	3021 Moore St San Diego, CA 92110	(619) 702-6008 Fax: (619) 702-6223 Cell: (619) 843-7341 (24 hr)	1-2 HRS
Clean Coastal Waters	190 Pico Avenue Long Beach, CA 90802	(562) 432-1415 (24 HRS) (562) 437-1510 (FAX)	3-6 HRS
Clean Seas	1180 Eugenia Place Suite 204 Carpinteria, CA 93013	(805) 684-3838 (24 hr) Fax: (805) 684-2650	6-12 HRS
NRC Environmental Services/National Response Corp	1839 Water St San Diego, CA 92113	(619) 235-3320	1-2 HRS
NRC Environmental Services/NRC (LA/LB)	Pier D, Berth D47 Long Beach, CA 90802	(562) 432-1304 (24 hr) Fax: (562) 432-1826	4-6 HRS
Marine Spill Response Corporation (MSRC)	20780 Leapwood Ave. Carson, CA 90746	(805) OIL-SPILL Fax: (805) 488-3141	12-48 HRS
Naval Station 32nd Street (All Navy Assests)	Waterfront Operations San Diego, CA 92136	Phone: (619) 556-8006 (Oil Recovery Team) (619) 556-8123 (Yard Oilers) Duty Watchstander	1-2 HRS
EQUIPMENT SUPPLIERS			
HAWTHORNE RENT-IT SERVICE	PO Box 708 San Diego, CA 92112	(619) 232-2084 Cell: (619) 921-7485	
CLAIREMONT EQUIPMENT RENTALS, INC.	7651 Ronson Rd San Diego, CA 92111	Phone: (858) 278-8338 Fax: (858) 279-4845 Cell: (619) 778-4765 (24 hr)	
UNITED RENTALS	5580 Kearny Villa Rd. San Diego, CA 92123	Phone:(858) 565-7122 Fax: (858) 565-6279	

9240.2 Media (Television, Radio, Newspaper)

This section provided to contact and identify points of contact, phone numbers and FAX numbers for wire services, television, radio and newspapers.

Government Resources

The District Public Affairs Office is ready to assist an OSC by providing Public Affairs Specialists for media liaison and photo documentation. This office should be contacted early as the primary resource for public affairs assistance. D11 Public Affairs Officer may be contacted at (310) 980-4300 (X-144) during the normal working hours (8:00 a.m. - 4:00 p.m.). After hours, the duty Public Affairs Officer can be paged at (310) 762-3510. The FAX number for D11 Public Affairs office is (310) 980-4373. A Coast Guard Public Information Assist Team (PIAT) is also available to OSC's when additional personnel or expertise are required to accommodate the media. PIAT is a specialized, self contained, public affairs resource which is available through the National Response Center (800) 424-8802, or the National Strike Force Coordination Center at (919) 331-6000. All public affairs resources will work directly for the OSC. In the event a JIC is established, the spiller should be encouraged to provide a spokesman to the JIC to facilitate "one stop shopping" for the media.

News Media Contacts			
Type	Affiliation	Phone Number	Fax Number
Wire Services	AP Wire	619-231-3587	619-291-2098
	UPI	202-898-8000	202-898-8057
Television	KGTV	619-237-1010	619-527-0369
	KUSI	858-571-5151	858-571-4852
	KFMB	858-571-8888	858-560-0627
Radio	KFMB	858-495-8670	858-495-7557
	KOGO	858-292-2000	858-715-3364
	KCBQ	800-873-1210	858-535-1212
Newspapers	Union-Tribune	619-299-3131	619-293-1896
	LA Times	619-544-6001	619-544-6051
	NY Times	323-658-8984	323-
	Coronado Journal	619-437-8800	619-437-8635
	San Diego Log	619-226-1608	619-226-1037

9240.3 Fire Fighting/Salvage Companies/Divers

Type	Company Name	Address	Phone Numbers
------	--------------	---------	---------------

Salvage Companies /Divers	C & W Diving Services, Inc.	P.O. Box 2433 National City, CA 91950	(619) 474-2700 24Hrs
	Global Diving and Salvage Worldwide Salvage and Oil Pollution Control. Can provide 15 Seattle, WA to 20 divers as well as project managers. One 70 ft tugboat, other boats and cranes. Offers custom-built salvage equipment such as high-capacity pump systems (up to 3,000 GPM) and two-ton lift bags.		(206) 623-0621
	Marine Services Hydrostatic testing, diving system maintenance (no divers)	PO Box 258 Chula Vista, CA 91912	(619) 422-8918
	Presley Precision Diving	2330 Shelter Island Drive San Diego, CA 92106	(619) 223-3234
	RE Staite Engineering Inc. All purpose marine construction co. Tugs, pumps, divers, etc....Subcontractor of MSRC.	2140 Tidelands National City, CA 91950	(619) 477-7900
Tow Boats and Barges	Pacific Tugboat Service Excellent resource for SD region. Tugs, barges, boom. (1000 ft.) Great source for networking for local resources Also has resources in LA/LB. Subcontractor of MSRC	PO Box 1940 997 "G" St. Chula Vista, CA 91912.	(619) 409-1827 (800) USE-R-TUG Contact Steve Fraily (24 hrs): (619) 840-2489
	Marine Corp.	1500 S Barracuda Berth 270/271 Terminal Island, CA 90731	(310) 547-0919

	Harbor Tug & Barge One 1100 HP TB, Metola-A One 60'x20'x6', AMCO Flexifloats from sizes 20'x10'x5' to 80'x40'x5'	P.O. Box 13995 San Diego, CA 92113	(619) 223-1558 (619) 233-3805
	RE Staite Engineering Inc. All purpose marine construction co. Tugs, pumps, divers, etc... Subcontractor of MSRC.	2140 Tidelands National City, CA 91950	(619) 477-7900
	Foss/NRC Maritime 5 tugs in San Diego HP is 1000 to 2250 Note: Subject to availability, 8 Tugs in LA area. All of the above towboats have 5 tank barges in LA. a 2-hour response time to cover 2 1000 GPM pumps in LA w/ 48' discharge head crew and supply. There is no operating limitation other than fuel.	1839 Water Street San Diego, CA	(619) 234-8228/7940
	U.S. Navy, Waterfront Operations San Diego, CA 6 Schwes Tugs (85'): 2400 HP, Firefighting monitors, Radar. Note: Two tugs are always on immediate standby, and the remaining 4 are on 1 hour standby. These vessels are designated for harbor service and carry no navigation equipment other than a Radar. Maximum offshore range is approximately 25 miles.		Contact Duty Officer: (619) 556-3138 and Port Services Office:

Heavy Lift Cranes	Southwest Marine Inc. Barge HEAVY LIFT Barge mounted crane capable of lifting 400 tons	P. O. Box 13308 San Diego, CA 92170-3308	(619) 238 1000
----------------------	--	--	----------------

9240.4 Fishing Cooperatives and Fleets

To be developed

9240.5 Wildlife Rescue Organizations

9240.6 Volunteer Organizations

The following groups may be utilized by the FOSC in various pollution response activities:

Organization/Function	Address	Phone Numbers
American Red Cross Aid and comfort workers.	3650 Fifth Avenue San Diego, CA 92103	619-542-7400
Salvation Army Aid and comfort workers.	825 Seventh Avenue San Diego, CA 92101	(619) 239-8027
Sea World Take care of various wildlife. Will pick up Pinnipeds (seals, etc.) Cetaceans (dolphins, whales, etc.) They can handle 50 Pinnipeds and various numbers of Cetaceans depending on their tank capacity at the time. They can also handle approximately 30 birds at a time. These birds must be dropped off at the security Environmental Coordinator office at Sea World	1720 South Shores Road San Diego, CA 92109	(619) 222-6363 (800) 541-7325 POC: Animal Care Fax: (619) 226-3696.
Project Wildlife Take care of various wildlife.	P.O. Box 80696 San Diego, CA 92038-0696	(619) 225-9453 POC: Seabird Team Leaders
Sierra Club	San Diego Chapter House of Hospitality Balboa Park, CA	(619) 299-1743

9240.7 Maritime Associations/Organizations/Cooperatives

Marine Pilots Association

The San Diego Bay Pilots Association, Inc. is made up of four U.S. Coast Guard licensed and San Diego Unified Port District designated harbor pilots. All Pilots are regulated by the Port Tariff and by the confines of their respective licenses. All work is shared through a watch rotation and equal compensation system voluntarily agreed by each pilot. For liability reasons, each pilot is an independent contractor and not responsible for any negligence of any other pilot. The office phone number is forwarded to the duty pilot each shift. A back-up/stand-by pilot is always available for potential conflicts in job scheduling. Port Pilots can be contacted as follows:

San Diego Bay Pilots Association, Inc.

627 Switzer Street

San Diego, CA 92101

(619) 233-3096

Individual Cellular Phones:

Capt. Edward Silva: (619) 957-0901

Capt. Eric Ireland: (619) 957-0902

Capt. Phillip Ryan: (619) 957-0903

Capt. William Bartsch: (619) 957-0904

Capt. Lyle Donovan: (619) 957-0905

No other individual is authorized to perform pilot services in San Diego Bay for vessels subject to Pilotage in the Port of San Diego.

9240.8 Academic Institutions

9240.9 Laboratories

Name	Address	Phone	Fields of Testing
H & P Mobile Geo Chemistry Certificate No: 1561 Expires on: 07/31/2005 Note: This is a mobile test unit that can be dispatched on- scene.	148 South Binewood St Escondido, CA 92029	(760) 735-3208	9-Physical Testing of Hazardous Waste 12-Organic Chemistry of Hazardous Waste (measured by GC/MS combination) 13-Organic Chemistry of Hazardous Waste (excluding measurements by GC/MS)

Pacific Analytical, Inc. Certificate No: 1466 Expires on: 03/31/2005 Note: Don't handle oil samples	6056 Corte Del Sadro Carlsbad, California	(760) 496-2200	9-Physical Testing of Hazardous Waste 12-Organic Chemistry of Hazardous Waste (measured by GC/MS combination) 13-Organic Chemistry of Hazardous Waste (excluding measurements by GC/MS)
San Diego Gas & Electric Company Environmental Laboratory Certificate No: 1289 Expires on: 08/13/2004	6555 Nancy Ridge Dr., Suite 300 San Diego, California	(619) 260-5747	9-Physical Testing of Hazardous Waste 10-Inorganic Chemistry & Toxic Elements of Hazardous Waste 11-Extraction Tests of Hazardous Waste 12-Organic Chemistry of Hazardous Waste (measured by GC/MS combination) 13-Organic Chemistry of Hazardous Waste (excluding measurements by GC/MS)
Transglobal Environmental Geochemistry, Inc. Mobile Labs are dispatched from this office but only on the land	Southern California Division. 432 N. Cedros Ave. Solana Beach, California	(858) 793-0401	13-Organic Chemistry of Hazardous Waste (excluding measurements by GC/MS)

side	Certificate No: 1839 Expires on: 01/31/2005 Certificate No: 1667 Expires on: 11/30/2003 Certificate No: 1745 Expires on: 04/30/2004 Certificate No: 1746 Expires on: 04/30/2004 Certificate No: 1317 Expires on: 09/30/2004 Certificate No: 1561 Expires on: 07/31/2005 Certificate No: 2543 Expires on: 03/31/2005 Certificate No: 2278 Expires on: 10/31/2003 Certificate No: 2530 Expires on: 12/31/2003 Certificate No: 2088 Expires on: 08/31/2005		
JMR Environmental Services Certificate No: 1455 Expires on: 09/28/2004 NAVLAP 200067- 0 Accreditation	3491 Kurtz St San Diego, California	(619) 222-0544	14-Bulk Asbestos Analysis
Navy Public Works Center Environmental Engineering Laboratory Certificate No: 1301 Expires on: 08/31/2000	Bldg. M-9, NAS North Island San Diego, California	(619) 545-8431	9-Physical Testing of Hazardous Waste 10-Inorganic Chemistry & Toxic Elements of Hazardous Waste 12-Organic Chemistry of Hazardous Waste (measured by GC/MS combination) 13-Organic Chemistry of Hazardous Waste (excluding measurements by GC/MS) 14-Bulk Asbestos Analysis

Design for Health Certificate No: 2060 Expires on: 05/31/2001	3574 Kettner Blvd. San Diego, California	(619) 291-1777	14-Bulk Asbestos Analysis
---	--	----------------	------------------------------

9240.10 Emergency Medical Services

9250 Stakeholders

Complete Stakeholder Contact Information

Organization	Department/Position/ Office	Affiliation	Level	Area Code	Phone Number
CDFG-OSPR Dispatch	Dispatch	Activation of the OWCN	Local	916	445-0045
OWCN		Activation of the OWCN	Local	530	752-4167
USCG Sector San Diego San Francisco Port Area		Activation of the OWCN	State	415	399-3547
USCG Sector Los Angeles/Long Beach Port Area		Activation of the OWCN	State	310	732-2000
USCG Sector San Diego Port Area		Activation of the OWCN	State	619	683-6495
USCG National Response Center		Activation of the OWCN	Local	800	424-8802
CA Coastal Commission	Joint CCC/BCDC Oil Spill Program	Area Committee Members	State	415	904-5240
CA Department of Fish and Game	Office of Spill Prevention and Response	Area Committee Members	State	858	467-4201
CA Department of Fish and Game, OSPR	Vice-Chair and Office of Spill Prevention and Response (OSPR)	Area Committee Members	Local	858	467-4215
CA Department of Parks and Recreation		Area Committee Members	State	858	642-4200
CA Environmental Protection Agency		Area Committee Members	State		
CA Occupational Safety and Health		Area Committee Members	State	619	767-2280
CA Office of Emergency Services	Emergency Services Coordinator	Area Committee Members	State	916	845-8911
CA State Lands Commission	Assistant Division Chief	Area Committee Members	State	562	499-6312
City of Chula Vista	Planning Director	Area Committee Members	Local	619	691-5101

Complete Stakeholder Contact Information

Organization	Department/Position/ Office	Affiliation	Level	Area Code	Phone Number
City of Coronado		Area Committee Members	Local	619	522-7376
City of Del Mar Lifeguard		Area Committee Members	Local	858	755-1556
City of Imperial Beach	City Manager	Area Committee Members	Local	619	423-8303
City of National City		Area Committee Members	Local	619	336-4277
City of Oceanside	Planning Department	Area Committee Members	Local	760	435-3520
City of San Diego		Area Committee Members	Local	858	627-3200
City of San Diego	Office of Emergency Management	Area Committee Members	Local	619	236-6876
City of Solana Beach Marine Safety		Area Committee Members	Local	858	755-1569
County of San Diego	Environmental Health Services	Area Committee Members	Local	619	338-2216
County of San Diego HIRT	Office of Disaster Preparedness	Area Committee Members	Local	858	565-3490
Federal Occupational Safety and Health Administration	Member, Team Leader	Area Committee Members	Federal	619	557-2909
National Marine Fisheries Service	Member	Area Committee Members	Federal	562	980-4041
National Marine Fisheries Service	Member	Area Committee Members	Federal	562	980-4017
National Marine Fisheries Service	Member	Area Committee Members	Federal	562	980-4081
National Park Service	Member	Area Committee Members	Federal	619	557-5450
Regional Water Quality Control Board		Area Committee Members	Local		
San Diego Unified Port District	Asst. Environ. Management Coordinator	Area Committee Members	Local	619	686-6254
U. S. Coast Guard Captain of the Port San Diego	Chair and Federal On Scene Coordinator	Area Committee Members	Local	619	683-6500
U. S. Environmental Protection Agency	E.P. Specialist	Area Committee Members	Federal	415	744-2216
United States Navy Code N3	Member, Commander, Naval Base San Diego	Area Committee Members	Federal	619	532-1820
USCG	Member, Contingency Planner	Area Committee Members	Local	619	683-6500
USCG	Member, Commander	Area Committee Members	Federal	619	683-6470
Clean Coastal Waters, Inc		Area Resources (OSRO's) Response	Local	562	432-1415

Complete Stakeholder Contact Information

Organization	Department/Position/ Office	Affiliation	Level	Area Code	Phone Number
Fiesta Catering		Catering	Local	858	578-0350
Hero Catering		Catering	Local	760	364-1101
Moody's Lunch Service		Catering	Local	619	262-0773
California State National Guard		Catering/Water	Local	858	573-7030
San Diego City Water Dept.	Utilities Department	Catering/Water	Local	619	515-3525
Brown Field		Civilian Airfields	Local	619	661-0174
Gillespie Field		Civilian Airfields	Local	619	448-9518
McClelland Palomar		Civilian Airfields	Local		
Montgomery Field Tower		Civilian Airfields	Local	858	277-5601
Oceanside Airport		Civilian Airfields	Local		
ADVANCED CLEANUP TECHNOLOGIES, INC. (ACTI)		Cleanup Contractors/Companies/Agencies	Local	619	702-6008
CLAIREMONT EQUIPMENT RENTALS, INC.		Cleanup Contractors/Companies/Agencies	Local	858	278-8338
CLEAN COASTAL WATERS		Cleanup Contractors/Companies/Agencies	Local	562	432-1415
CLEAN SEAS		Cleanup Contractors/Companies/Agencies	Local	805	684-3838
National Response Corporation Environmental Services	NATIONAL RESPONSE CORP (NRC)	Cleanup Contractors/Companies/Agencies	Local	619	235-3320
National Response Corporation Environmental Services	NRC (LA/LB)	Cleanup Contractors/Companies/Agencies	Local	805	OIL- SPILL
HAWTHORNE RENT-IT SERVICE		Cleanup Contractors/Companies/Agencies	Local	619	232-2084
NAVAL STATION 32ND STREET	ALL NAVY ASSESTS Waterfront Operations	Cleanup Contractors/Companies/Agencies	Local	619	556-8006

Complete Stakeholder Contact Information

Organization	Department/Position/ Office	Affiliation	Level	Area Code	Phone Number
UNITED RENTALS		Cleanup Contractors/Companies/ Agencies	Local	858	565-7122
Fisherman's Landing		Commercial Fishing Marinas	Local	619	222-0391
H & M Landing		Commercial Fishing Marinas	Local	619	222-1144
Harbor Excursion Docks		Commercial Fishing Marinas	Local	619	234-4111
Helgren's Sportfishing		Commercial Fishing Marinas	Local	760	722-2133
Islandia Sportfishing		Commercial Fishing Marinas	Local	619	222-1164
Pt. Loma Sportfishing		Commercial Fishing Marinas	Local	619	223-1627
S.D. Fisherman's Village		Commercial Fishing Marinas	Local	619	222-4930
Seaforth Marina		Commercial Fishing Marinas	Local	619	224-6807
Tuna Boat Basin		Commercial Fishing Marinas	Local	619	686-6340
California Department of Parks and Recreation	Office of Historical Preservation, Information Centers Coordinator	Culturally & Archaeologically Sensitive Areas	State	916	653-9125
California Department of Parks and Recreation	Office of Historical Preservation, CEQA Information	Culturally & Archaeologically Sensitive Areas	State	916	653-6624
California Department of Parks and Recreation	Office of Historical Preservation, Resource Protection Division	Culturally & Archaeologically Sensitive Areas	State	916	653-4529
California State Lands Commission	Environmental Specialist	Culturally & Archaeologically Sensitive Areas	State	916	322-0530
Local Native American Representatives	Professional Native American Cultural Resource Monitors	Culturally & Archaeologically Sensitive Areas	Local	909	694-0509
Native American Heritage Commission		Culturally & Archaeologically Sensitive Areas		916	653-4082
South Coastal Information Center		Culturally & Archaeologically Sensitive Areas	Local	619	594-5862
American Red Cross		Dining/Lodging Capacities	Local	619	542-7400
California National Guard	Headquarters	Dining/Lodging Capacities	Local	916	854-3000
MCAS Miramar	BEQ	Dining/Lodging Capacities	Local	619	577-1174
MCAS Miramar	BOQ	Dining/Lodging Capacities	Local	858	577-4233
Naval Air Station North Island	BEQ	Dining/Lodging Capacities	Local	619	545-9551

Complete Stakeholder Contact Information

Organization	Department/Position/ Office	Affiliation	Level	Area Code	Phone Number
Naval Air Station North Island	BOQ	Dining/Lodging Capacities	Local	619	545-7545
Naval Amphibious Base Coronado	BEQ	Dining/Lodging Capacities	Local	619	437-3494
Naval Amphibious Base Coronado	BOQ	Dining/Lodging Capacities	Local	619	437-3860
Naval Station San Diego	BEQ	Dining/Lodging Capacities	Local	619	556-8672
Naval Submarine Base San Diego	BEQ	Dining/Lodging Capacities	Local	619	553-7533
Naval Submarine Base San Diego	BOQ	Dining/Lodging Capacities	Local	619	553-9381
San Diego Sheriff's Office		Dining/Lodging Capacities	Local	858	974-2222
U.S. Forest Service: Region V San Diego	Cleveland National Forest	Dining/Lodging Capacities	Local	858	673-6180
USMC Base Camp Pendleton	Billeting	Dining/Lodging Capacities	Local	760	725-3718
USMC Marine Corps Recruit Depot	BEQ	Dining/Lodging Capacities	Local	619	524-4401
USMC Marine Corps Recruit Depot	BOQ	Dining/Lodging Capacities	Local	619	524-4401
Chula Vista Police Department		External Incident Communications Vehicles	Local	619	691-5151
Coronado Police Department		External Incident Communications Vehicles	Local	619	522-7350
El Cajon Fire Department		External Incident Communications Vehicles	Local	619	441-1600
El Cajon Police Department		External Incident Communications Vehicles	Local	619	579-3311
Escondido Fire Department		External Incident Communications Vehicles	Local	619	741-4701
Escondido Police Department		External Incident Communications Vehicles	Local	619	248-4723
NEXTEL		External Incident Communications Vehicles	Local	888	639-8356
San Diego County Department of Information Services		External Incident Communications Vehicles	Local	858	571-9580

Complete Stakeholder Contact Information

Organization	Department/Position/ Office	Affiliation	Level	Area Code	Phone Number
San Diego Fire Department		External Incident Communications Vehicles	Local	911	
San Diego Harbor Police		External Incident Communications Vehicles	Local	619	686-6200
San Diego Sheriff		External Incident Communications Vehicles	Local	858	974-2222
Agency for Toxic Substance and Diseases (ATSDR)		Federal Resources/Agencies	Federal	415	947-4316
Atlantic Strike Team		Federal Resources/Agencies	Federal	609	724-0008
EPA Emergency Response Teams		Federal Resources/Agencies	Federal	732	321-6740
Federal Emergency Management Agency		Federal Resources/Agencies	Federal	800	621-3362
Gulf Strike Team		Federal Resources/Agencies	Federal	205	639-6601
National Oceanic and Atmospheric Administration (NOAA)	Scientific Support Coordinator	Federal Resources/Agencies	Federal	206	526-4911
National Park Service		Federal Resources/Agencies	Federal	805	389-7550
National Strike Force Coordination Center (NSFCC)	Commanding Officer	Federal Resources/Agencies	Federal	919	331- 6000/603 2
Nuclear Regulatory Commission		Federal Resources/Agencies	Federal	301	816-5100
Pacific Strike Team		Federal Resources/Agencies	Federal	415	883-3311
Public Information Assist Team (PIAT)	Commanding Officer (PIAT)	Federal Resources/Agencies	Federal	919	331- 6006/603 2
U.S. Department of Energy		Federal Resources/Agencies	Federal	510	637-1952
U.S. Department of Justice		Federal Resources/Agencies	Federal	415	703-5523
U.S. Department of the Interior		Federal Resources/Agencies	Federal	510	817-1476
U.S. Navy Supervisor Salvage (SUPSALV)		Federal Resources/Agencies	Federal	202	781-0418
US Coast Guard, Sector San Diego	Commanding Officer (FOSC)	Federal Resources/Agencies	Local	619	278-7005
USCG Auxiliary	CG Group San Francisco	Federal Resources/Agencies	Local	415	399-3417

Complete Stakeholder Contact Information

Organization	Department/Position/ Office	Affiliation	Level	Area Code	Phone Number
USCG Auxiliary	CG Group Los Angeles/Long Beach	Federal Resources/Agencies	Local	310	732-2000
USCG Auxiliary	CG Activities San Diego	Federal Resources/Agencies	Local	619	683-7031
USCG District Response Group (DRG) and District Response Advisory Team (DRAT)	CDR Eleventh Coast Guard District	Federal Resources/Agencies	Federal	510	437-2954/59/40
USCG Reserve		Federal Resources/Agencies	Federal	510	437-2781
Marine Safety Center (MSC) Salvage Team		Federal Salvage Resources	Federal	202	366--6481
Telephoning Supervisor of Salvage Operations		Federal Salvage Resources	Federal	202	781-3889
U.S. Coast Guard Pacific Strike Team		Federal Salvage Resources	Federal	415	883-3311
Jankovich & Sons		Fueling/Maintenance Facilities	Local	619	232-4674
Cortez Fuel Dock		Fueling/Maintenance Facilities/ Fuel Dock	Local		
Harbor Island West Fuel Dock		Fueling/Maintenance Facilities/ Fuel Dock	Local		
High Seas Fuel Dock		Fueling/Maintenance Facilities/ Fuel Dock	Local		
Islandia Sportfishing Dock		Fueling/Maintenance Facilities/ Fuel Dock	Local		
Pearsons Fuel Dock		Fueling/Maintenance Facilities/ Fuel Dock	Local		
Calzona		Fueling/Maintenance Facilities/ Fuel Trucks	Local		
Fogerty Petroleum		Fueling/Maintenance Facilities/ Fuel Trucks	Local		
LCP Marine		Fueling/Maintenance Facilities/ Fuel Trucks	Local		
SOCO/Barnacle Oil		Fueling/Maintenance Facilities/ Fuel Trucks	Local		
D11 Public Affairs Officer		Government Resources	District	562	980-4300
Office of Emergency Services	OES	Governor	Local	800	621-3362
HMMD HazMat Team		Hazardous Material Response Teams	Local	619	338-2284
NOAA/HMRAD	NOAA Scientific Support Coordinator	Hazardous Material Response Teams	Local	206	526-4911

Complete Stakeholder Contact Information

Organization	Department/Position/ Office	Affiliation	Level	Area Code	Phone Number
SDFD HazMat Team		Hazardous Material Response Teams	Local	619	238-1212
Southwest Marine Inc.		Heavy Lift Cranes	Local	619	238-1000
Airport Travelodge		Hotels/Motels	Local		232-8931
Andrea Villa Inn		Hotels/Motels	Local	858	459-3311
Balboa Park Inn		Hotels/Motels	Local		298-0823
Bay Club Hotel & Marina		Hotels/Motels	Local		224-8888
Beach Haven Inn		Hotels/Motels	Local		272-3812
Beachcomber Hotel		Hotels/Motels	Local		488-4442
Beachfront Motor Lodge		Hotels/Motels	Local		483-7670
Best Western		Hotels/Motels	Local		233-7500
Best Western		Hotels/Motels	Local		437-1666
Best Western		Hotels/Motels	Local		222-0561
Best Western		Hotels/Motels	Local		459-4461
Best Western		Hotels/Motels	Local		224-3254
Boat & Breakfast		Hotels/Motels	Local		223-3477
Capri Beach Accommodations		Hotels/Motels	Local	858	483-5011
Catamaran Resort		Hotels/Motels	Local	858	488-1081
Clarion Hotel		Hotels/Motels	Local		296-2101
Comfort Inn		Hotels/Motels	Local		543-1130
Comfort Inn		Hotels/Motels	Local		232-2525
Comfort Inn		Hotels/Motels	Local		225-1295
Coronado Village		Hotels/Motels	Local		435-9318
Countryside Inn		Hotels/Motels	Local		944-0427
Crown City Inn		Hotels/Motels	Local		435-3116
Crown Point View Suite Hotel		Apartments	Local		272-0676
Dana Inn & Marina		Hotels/Motels	Local		222-6440
Days Inn		Hotels/Motels	Local		585-1999
Days Inn		Hotels/Motels	Local		224-9800
Diamond Head Inn		Hotels/Motels	Local	858	273-1900
Hilton		Hotels/Motels	Local		543-9000
Hotel of Rancho Bernardo		Hotels/Motels	Local	858	485-9250
Double Tree		Hotels/Motels	Local	619	297-5466
Embassy Suites		Hotels/Motels	Local	858	453-0400

Complete Stakeholder Contact Information

Organization	Department/Position/ Office	Affiliation	Level	Area Code	Phone Number
Grand Colonial		Hotels/Motels	Local	858	454-2181
Hilton		Hotels/Motels		858	792-5200
Holiday Inn		Hotels/Motels			239-6171
Holiday Inn		Hotels/Motels			291-5720
Holiday Inn		Hotels/Motels			226-8000
Hotel Del Coronado		Hotels/Motels			522-8000
Hyatt Islandia		Hotels/Motels			224-1234
Hyatt Regency		Hotels/Motels			552-1234
Inn By The Sea		Hotels/Motels		858	459-4461
Kona Kai Resort		Hotels/Motels			222-1191
La Costa Resort		Hotels/Motels		760	438-9111
La Jolla Cove		Hotels/Motels			459-2621
La Jolla Palms		Hotels/Motels			454-7101
La Jolla Village Inn		Hotels/Motels		858	453-5500
La Quinta Inn		Hotels/Motels			691-1211
La Vallencia Hotel		Hotels/Motels		858	454-0771
Coronado Hotel		Hotels/Motels			435-3000
Marriott		Hotels/Motels		858	587-1414
Marriott		Hotels/Motels			692-3800
Marriott		Hotels/Motels			234-1500
Sheraton		Hotels/Motels			696-9800
Omni Hotel		Hotels/Motels			239-2200
Peachtree Inn		Hotels/Motels			233-1100
La Jolla Inn		Hotels/Motels		858	454-0133
Quality Inn Airport		Hotels/Motels	Local		224-3655
Quality Suites		Hotels/Motels		858	530-2000
Radisson		Hotels/Motels			239-6800
Bay View Suites		Hotels/Motels			336-1100
Radisson		Hotels/Motels		858	451-6600
Sheraton Hotel		Hotels/Motels			260-0111
Marriott		Hotels/Motels			696-0234
Marriott		Hotels/Motels			260-8500
Ramada		Hotels/Motels			291-6500
Ramada Inn		Hotels/Motels			425-9999
Courtyard by Marriott		Hotels/Motels		858	792-8200
Double Tree		Hotels/Motels			297-5466

Complete Stakeholder Contact Information

Organization	Department/Position/ Office	Affiliation	Level	Area Code	Phone Number
Best Choice Inn		Hotels/Motels			476-9555
Sands Of La Jolla		Hotels/Motels		858	459-3336
Sea Lodge		Hotels/Motels		858	459-8271
Seacoast Suites		Hotels/Motels		858	483-6780
Sheraton		Hotels/Motels		619	291-6400
Hilton Torrey Pines		Hotels/Motels		858	558-1500
Sheraton		Hotels/Motels			291-2900
Hotel La Jolla at the Shores		Hotels/Motels		858	459-0261
The Inn L'Auberg Del Mar		Hotels/Motels		858	259-1515
Torrey Pines Lodge		Hotels/Motels		858	453-4420
Town & Country		Hotels/Motels			291-7131
Motel 6		Hotels/Motels		619	232-8931
Vagabond Inn		Hotels/Motels		619	422-8305
US Suites Hotel		Hotels/Motels		858	554-0300
USCG District Operations Center		Hotels/Motels		510	437-3700
Vagabond Inn		Hotels/Motels			422-8305
Vagabond Inn		Hotels/Motels			297-1691
Westgate Hotel		Hotels/Motels			238-1818
Design for Health		Laboritories	Local	619	291-1777
H & P Mobile Geo Chemistry		Laboritories	Local	760	735-3208
JMR Environmental Services		Laboritories	Local	619	222-0544
Navy Public Works Center	Environmental Engineering Laboratory	Laboritories	Local	619	545-8431
Pacific Analytical, Inc.		Laboritories	Local	760	496-2200
San Diego Gas & Electric Company		Laboritories	Local	619	260-5747
Environmental Laboratory					
Transglobal Environmental Geochemistry, Inc.		Laboritories	Local	858	793-0401
Agua Hedionda Lagoon		Marinas/Recreational Areas	Local		
Bay View Park		Marinas/Recreational Areas	Local		
Beacon's Beach		Marinas/Recreational Areas	Local		

Complete Stakeholder Contact Information

Organization	Department/Position/ Office	Affiliation	Level	Area Code	Phone Number
Bird Rock		Marinas/Recreational Areas	Local		
Bonita Cove		Marinas/Recreational Areas	Local		
Border Field State Park		Marinas/Recreational Areas	Local	619	575-3613
Buccaneer Park		Marinas/Recreational Areas	Local		
Cabrillo National Monument		Marinas/Recreational Areas	Local	619	557-5450
Cal-Met Park		Marinas/Recreational Areas	Local		
Camp Pendleton		Marinas/Recreational Areas	Local	760	725-3360
Federal Game Warden					
Cardiff State Beach		Marinas/Recreational Areas	Local	760	753-5091
Carlsbad City Beach		Marinas/Recreational Areas	Local		
Carlsbad State Beach		Marinas/Recreational Areas	Local	760	438-3143
Cays Park		Marinas/Recreational Areas	Local		
Centennial Park		Marinas/Recreational Areas	Local		
Children's Pool Beach		Marinas/Recreational Areas	Local		
Chula Vista Launching Ramp		Marinas/Recreational Areas	Local	619	686-6200
Coast Boulevard Park		Marinas/Recreational Areas	Local		
Coronado Shores Beach		Marinas/Recreational Areas	Local		
Coronado Tidelands Regional Park		Marinas/Recreational Areas	Local		
Crown Point Shores		Marinas/Recreational Areas	Local	619	235-1169
Crystal Pier		Marinas/Recreational Areas	Local		
Dana Landing and Quivira Basin		Marinas/Recreational Areas	Local		
De Anza Cove		Marinas/Recreational Areas	Local	619	235-1169
Del Mar Bluffs City Park		Marinas/Recreational Areas	Local		
Del Mar City Beach		Marinas/Recreational Areas	Local		
East Shore		Marinas/Recreational Areas	Local	619	235-1169
Ellen Scripps Park		Marinas/Recreational Areas	Local		
Embarcadero		Marinas/Recreational Areas	Local		
Embarcadero Marina Park		Marinas/Recreational Areas	Local		
Encinitas Beach		Marinas/Recreational Areas	Local		
Fiesta Island		Marinas/Recreational Areas	Local	619	235-1169
Fletcher Cove Park		Marinas/Recreational Areas	Local		
Glorietta Bay Park		Marinas/Recreational Areas	Local	619	522-7342
Harbor Beach		Marinas/Recreational Areas	Local	760	435-4000

Complete Stakeholder Contact Information

Organization	Department/Position/ Office	Affiliation	Level	Area Code	Phone Number
Harbor Island		Marinas/Recreational Areas	Local		
Harbor View Park		Marinas/Recreational Areas	Local		
Hermosa Terrace Park		Marinas/Recreational Areas	Local		
Imperial Beach		Marinas/Recreational Areas	Local	619	423-8322
L.M. "Pop" Pepper Park		Marinas/Recreational Areas	Local	619	686-6200
La Jolla Cove		Marinas/Recreational Areas	Local		
La Jolla Hermosa Park		Marinas/Recreational Areas	Local		
La Jolla Shores Beach/Kellogg Park		Marinas/Recreational Areas	Local		
La Jolla Strand Park		Marinas/Recreational Areas	Local		
La Playa		Marinas/Recreational Areas	Local		
Linear Park		Marinas/Recreational Areas	Local		
Marine Street Beach		Marinas/Recreational Areas	Local		
Maritime Museum		Marinas/Recreational Areas	Local		
Mission Beach Park		Marinas/Recreational Areas	Local		
Moonlight Beach		Marinas/Recreational Areas	Local		
Nicholson Point Park		Marinas/Recreational Areas	Local		
Ocean Beach City Beach		Marinas/Recreational Areas	Local		
Ocean Beach Municipal Fishing Pier		Marinas/Recreational Areas	Local	619	221-8901
Ocean Beach Park		Marinas/Recreational Areas	Local	619	221-8901
Oceanside City Beach		Marinas/Recreational Areas	Local	760	435-4000
Oceanside Pier		Marinas/Recreational Areas	Local	760	721-8697
Pacific Beach Park		Marinas/Recreational Areas	Local		
Palisades Park		Marinas/Recreational Areas	Local		
Robb Field and Playground		Marinas/Recreational Areas	Local	619	531-1563
Sail Bay and Riviera Shores		Marinas/Recreational Areas	Local		
San Diego City Parks & Recreation Department (city parks and beaches)	San Diego Lifeguard Services Division	Marinas/Recreational Areas	Local	619	221-8899
San Elijo State Beach		Marinas/Recreational Areas	Local	760	753-5091
San Onofre State Beach.		Marinas/Recreational Areas	Local	949	492-0802
Santa Clara Point and El Carmel Point		Marinas/Recreational Areas	Local	858	581-9928

Complete Stakeholder Contact Information

Organization	Department/Position/ Office	Affiliation	Level	Area Code	Phone Number
Sea World		Marinas/Recreational Areas	Local	619	222-6363
Seagrove Park		Marinas/Recreational Areas	Local		
Shelter Island		Marinas/Recreational Areas	Local		
Silver Strand State Beach		Marinas/Recreational Areas	Local	619	435-5184
South Carlsbad State Beach		Marinas/Recreational Areas	Local	760	438-3143
South Oceanside Beach		Marinas/Recreational Areas	Local	619	966-4535
Spanish Landing Park		Marinas/Recreational Areas	Local		
Stairway to Beach (Del Mar Shores Terrace)		Marinas/Recreational Areas	Local		
Stairway to Beach (Seascape Surf)		Marinas/Recreational Areas	Local		
Stone Steps Beach		Marinas/Recreational Areas	Local		
Sun Gold Point		Marinas/Recreational Areas	Local		
Sunset Cliffs Park		Marinas/Recreational Areas	Local		
Swami's		Marinas/Recreational Areas	Local		
Tide Beach Park		Marinas/Recreational Areas	Local		
Torrey Pines City Beach (Black's Beach)		Marinas/Recreational Areas	Local		
Torrey Pines City Park		Marinas/Recreational Areas	Local		
Torrey Pines State Beach		Marinas/Recreational Areas	Local	858	755-2063
Tourmaline Surfing Park		Marinas/Recreational Areas	Local		
Vacation Isle and Ski Beach		Marinas/Recreational Areas	Local	619	235-1169
Ventura Cove		Marinas/Recreational Areas	Local		
Wind and sea Beach		Marinas/Recreational Areas	Local		
San Diego Bay Pilots Association, Inc.		Marine Pilots Association	Local	619	233-3096
San Diego Bay Pilots Association, Inc.		Marine Pilots Association	Local	619	957-0901
San Diego Bay Pilots Association, Inc.		Marine Pilots Association	Local	619	957-0902
San Diego Bay Pilots Association, Inc.		Marine Pilots Association	Local	619	957-0903
San Diego Bay Pilots Association, Inc.		Marine Pilots Association	Local	619	957-0904

Complete Stakeholder Contact Information

Organization	Department/Position/ Office	Affiliation	Level	Area Code	Phone Number
San Diego Bay Pilots Association, Inc.		Marine Pilots Association	Local	619	957-0905
Office of Emergency Services		Media Contact		800	852-7550
Office of Spill Prevention and Response	Public Affairs	Media Contact		916	327-9948
Office of Spill Prevention and Response	Public Affairs	Media Contact		916	323-6286
Coronado Journal		Media/Newspaper	Local	619	437-8800
LA Times		Media/Newspaper	Local	619	544-6001
NY Times		Media/Newspaper	Local	323	658-8984
San Diego Log		Media/Newspaper	Local	619	226-1608
Union-Tribune		Media/Newspaper	Local	619	299-3131
KCBQ		Media/Radio	Local	800	873-1210
KFMB		Media/Radio	Local	858	495-8670
KOGO		Media/Radio	Local	858	292-2000
KFMB		Media/Television	Local	858	571-8888
KGTV		Media/Television	Local	619	237-1010
KUSI		Media/Television	Local	858	571-5151
AP Wire		Media/Wire Service	Local	619	231-3587
UPI		Media/Wire Service	National	202	898-8000
ALVARADO HOSPITAL MEDICAL CENTER		Medical Facilities	Local	619	287-3270
BALBOA NAVAL HOSPITAL		Medical Facilities	Local	619	532-6019
COMMUNITY HOSPITAL OF CHULA VISTA		Medical Facilities	Local	619	482-5800
CORONADO HOSPITAL		Medical Facilities	Local	619	435-6251
GREEN HOSPITAL OF SCRIPPS CLINIC		Medical Facilities	Local	858	455-9100
GROSSMONT HOSPITAL		Medical Facilities	Local	619	465-0711
MERCY HOSPITAL & MEDICAL CENTER		Medical Facilities	Local	619	294-8111
PARADISE VALLEY HOSPITAL		Medical Facilities	Local	619	470-4321

Complete Stakeholder Contact Information

Organization	Department/Position/ Office	Affiliation	Level	Area Code	Phone Number
SCRIPPS MEMORIAL HOSPITAL	CHULA VISTA	Medical Facilities	Local	619	691-7000
SCRIPPS MEMORIAL HOSPITAL	ENCINITAS	Medical Facilities	Local	760	753-6501
SCRIPPS MEMORIAL HOSPITAL	La Jolla	Medical Facilities	Local	858	457-4123
SHARP CABRILLO HOSPITAL		Medical Facilities	Local	619	221-3400
Sharp Memorial Hospital		Medical Facilities	Local	858	541-3400
UCSD MEDICAL CENTER		Medical Facilities	Local	619	543-6222
Miramar Marine Corps Air Station	Weather	Military Airfields	Local	858	577-4279
USCG Sector LA/LB		Notification	Local	310	732-2000
USCG Sector San Diego		Notification	Local	619	683-6470
USCG Sector San Francisco Bay		Notification	Local	415	399-3547
National Response Center		Notification	National	800	424-8802
Office of Emergency Services (OES)		Notification	State	800	852-7550
CA EPA, DTSC		Notification, CA OES	State	916	324-1826
California Highway Patrol (CHP)		Notification, CA OES	State	707	551-4100
CALTRANS		Notification, CA OES	State	916	651-8483
County & City Police Department(s)		Notification, CA OES	County		
County Fire Department(s)		Notification, CA OES	County		
County Health Department(s) (or designated local emergency contact)		Notification, CA OES	County		
County OES		Notification, CA OES	County		
Harbormaster(s)/Port Authority(s)		Notification, CA OES	County		
CA DFG/OSPR		Notification, CG Sector (SF, LA, SD)	State	916	445-0045
CA Office of Emergency Services (OES)		Notification, CG Sector (SF, LA, SD)	State	800	852-7550

Complete Stakeholder Contact Information

Organization	Department/Position/ Office	Affiliation	Level	Area Code	Phone Number
CG PACAREA/D11 OPC		Notification, CG Sector (SF, LA, SD)	State	510	437-3700
NOAA SSC		Notification, CG Sector (SF, LA, SD)	Federal	800	579-8818
PIAT		Notification, CG SECTOR (SF, LA, SD)	Federal	252	331- 6006/603 2
USCG Activities San Diego		Notification, CG SECTOR (SF, LA, SD)	Local	619	278-7104
USCG Group San Francisco		Notification, CG SECTOR (SF, LA, SD)	Local	415	399- 3417/353 0
USCG Group/Airsta Humboldt Bay		Notification, CG SECTOR (SF, LA, SD)	Local	707	839-6116
USCG Sector LA/LB		Notification, CG SECTOR (SF, LA, SD)	Local	310	732-2000
USCG Pacific Strike Team		Notification, CG SECTOR (SF, LA, SD)	National	415	883-3311
USCG Public Affairs (north)		Notification, CG SECTOR (SF, LA, SD)	Federal	510	437-3325
CA Coastal Commission		Notification, OSPR	State	415	904-5285
CA Dept. of Parks & Recreation		Notification, OSPR	State	916	296-2408
CA Office of Emergency Services		Notification, OSPR	State	800	852-7550
CA State Lands Commission		Notification, OSPR	State	800	852-7550
Farallones Nat'l Marine Sanctuary		Notification, OSPR	National	415	561-6622
IBRRC Marine Mammal Center		Notification, OSPR	Local	415	289-7325
International Bird Rescue Research Center (IBRRC)		Notification, OSPR	Internatio nal	310	514-2573
National Park Service/GGNRA		Notification, OSPR	National	415	561-4462
State Interagency Oil Spill Committee (SIOSC) Confidential Notification List		Notification, OSPR	State		
U.S. Fish & Wildlife Service (appropriate field office)		Notification, OSPR	Federal		

Complete Stakeholder Contact Information

Organization	Department/Position/ Office	Affiliation	Level	Area Code	Phone Number
State of California Office of Spill Prevention and Response Cost Recovery Unit OSPR		OSRTF	Local	916	327-9407
OSPR	Public Affairs Officer Recorded Msg OSPR Volunteer Coordinator (VC)	Phone Banks	Federal	800	999-1043
San Diego Unified Port District		Port Authority/Harbormasters	Local	619	686-6200
Harbor Police, A-4 / Marine Op	Coronado	Port/Dock Facilities	Local	619	686-6340
Bay Club Marina		Port/Dock Facilities	Local	619	222-0314
Boathouse Marina	Harbor Island Area	Port/Dock Facilities	Local	619	524-5269
Cabrillo Isle Marina	Harbor Island Area	Port/Dock Facilities	Local	619	297-6222
California Yacht Marina	Chula Vista	Port/Dock Facilities	Local	619	422-2595
Chula Vista Marina & RV Park	Chula Vista	Port/Dock Facilities	Local	619	691-1860
Coronado Cays Marina	Coronado	Port/Dock Facilities	Local	619	423-1558
Coronado Cays Yacht Club	Coronado	Port/Dock Facilities	Local	619	429-0133
Coronado Yacht Club	Coronado	Port/Dock Facilities	Local	619	435-1848
Crows Nest Brokerage		Port/Dock Facilities	Local	619	222-1122
Dana Landing		Port/Dock Facilities	Local	619	226-2929
Driscoll's Boat Works	Commercial Basin Area	Port/Dock Facilities	Local	619	226-2500
Eichenlaub's	Commercial Basin Area	Port/Dock Facilities	Local		
Glorietta Bay Marina	Coronado	Port/Dock Facilities	Local	619	435-5203
Gold Coast Marina/Fraisers Yachts		Port/Dock Facilities	Local	619	225-0588
Half Moon Anchorage		Port/Dock Facilities	Local	619	224-3401
Harbor Island West Marina	Harbor Island Area	Port/Dock Facilities	Local	619	291-6440
Koehler Kraft Co.	Commercial Basin Area	Port/Dock Facilities	Local		
Kona Kai Club		Port/Dock Facilities	Local	619	223-3138
Kona Marina		Port/Dock Facilities	Local	619	224-7547
Loews Hotel & Marina	Coronado	Port/Dock Facilities	Local	619	575-7245
Marina Cortez	Harbor Island Area	Port/Dock Facilities	Local	619	291-5985

Complete Stakeholder Contact Information

Organization	Department/Position/ Office	Affiliation	Level	Area Code	Phone Number
Marina Village Marina		Port/Dock Facilities	Local	619	224-3125
Marine Corps Recruit Depot	Harbor Island Area	Port/Dock Facilities	Local	619	524-4202
Marriott Marina	Embarcadero Area	Port/Dock Facilities	Local	619	230-8955
Mission Bay Marina		Port/Dock Facilities	Local	619	221-8456
Naval Sailing Center Pt. Loma	Harbor Island Area	Port/Dock Facilities	Local	619	524-6498
Nielsen Beaumont	Commercial Basin Area	Port/Dock Facilities	Local	619	222-4255
San Diego Unif. Pt. Dist. Moorings		Port/Dock Facilities	Local	619	686-6227
San Diego Unified Port District Moorings/Laurel St. A-3	Embarcadero Area	Port/Dock Facilities	Local	619	686-6227
San Diego Yacht Club		Port/Dock Facilities	Local	619	221-8400
Sea World Marina at Perez Cove		Port/Dock Facilities	Local	619	226-3915
Shelter Cove Marina		Port/Dock Facilities	Local	619	224-2471
Shelter Cove Marina	Commercial Basin Area	Port/Dock Facilities	Local	619	224-2471
Shelter Island Boat Yard	Commercial Basin Area	Port/Dock Facilities	Local	619	222-0481
Shelter Island Marina Inn		Port/Dock Facilities	Local	619	223-0301
Shelter Island Yachtways, Ltd.		Port/Dock Facilities	Local	619	222-0481
Sheraton Marina	Harbor Island Area	Port/Dock Facilities	Local	619	692-2249
Silver Gate Yacht Club		Port/Dock Facilities	Local	619	222-1214
South Bay Boat Yard	Chula Vista	Port/Dock Facilities	Local	619	427-6767
Southwestern Yacht Club		Port/Dock Facilities	Local	619	222-0438
Sun Harbor Marina		Port/Dock Facilities	Local	619	222-1167
Sun Harbor Marina	Commercial Basin Area	Port/Dock Facilities	Local	619	222-1167
Sunroad Resort Marina	Harbor Island Area	Port/Dock Facilities	Local	619	574-0736
Dana Inn Dana Inn and Marina		Port/Dock Facilities	Local	619	222-6440
Oceanside Harbor Master		Port/Dock Facilities & Capacities	Local	760	435-4000
Spanky's		Portable Restrooms	Local	619	460-3925
Spanky's		Portable Restrooms	Local	619	425-7160
Portasan		Portable Restrooms	Local	805	933-2793

Complete Stakeholder Contact Information

Organization	Department/Position/ Office	Affiliation	Level	Area Code	Phone Number
California Department of Fish and Game/OSPR	Dispatch Office	Regional Response Team (RRT)	State	916	358-1300
California Department of Fish and Game/OSPR		Regional Response Team (RRT)	State	916	445-8285
California Department of Fish and Game/OSPR	Operations Duty Officer	Regional Response Team (RRT)	State	916	358-1300
Department of Commerce	Response and Restoration	Regional Response Team (RRT)		301	713-2989
Department of Commerce	HAZMAT Duty Officer	Regional Response Team (RRT)		206	526-4911
Department of Commerce, NOAA SF Bay	Site Manager	Regional Response Team (RRT)	Local	415	703-5523
Department of the Interior	Regional Environmental Officer	Regional Response Team (RRT)	Federal	510	817-1476
Department of the Interior/Fish & Game	Regional Biologist, Northern California	Regional Response Team (RRT)	Local	916	414-6600
Department of the Interior/Fish & Wildlife	Regional Biologist, Central California	Regional Response Team (RRT)	Local	805	644-1766 x339
Department of the Interior/Fish & Wildlife	Regional Biologist, Southern California	Regional Response Team (RRT)	Local	760	431-9440
Environmental Protection Agency (EPA)	Co-Chair	Regional Response Team (RRT)		415	972-3132
Environmental Protection Agency (EPA)		Regional Response Team (RRT)		415	972-3072
NOAA/HAZMAT	Scientific Support Coor.	Regional Response Team (RRT)		510	526-4911
USCG	D11(mr)	Regional Response Team (RRT)		510	437-2794
USCG	D11(mr-2)	Regional Response Team (RRT)		510	437-2959
USCG	D11(m)	Regional Response Team (RRT)		510	437-5754
Continental Maritime		Registered Marine Aquaculture Facilities	Local	619	234-8851
Driscoll Boat Works, Inc.		Registered Marine Aquaculture Facilities	Local	619	226-2500
Driscoll's Mission Bay		Registered Marine Aquaculture Facilities	Local	619	226-2500

Complete Stakeholder Contact Information

Organization	Department/Position/ Office	Affiliation	Level	Area Code	Phone Number
HUBBS-SEA WORLD	White Seabass Fish Hatchery	Registered Marine Aquaculture Facilities	Local	619	226-3870
MARITECH	San Diego Bay	Registered Marine Aquaculture Facilities	Local	619	226-3448
OCEANRANCHING		Registered Marine Aquaculture Facilities	Local	619	544-8401
National Steel and Shipbuilding Co.		Registered Marine Aquaculture Facilities	Local	619	222-4255
Neilsen Beaumont		Registered Marine Aquaculture Facilities	Local	619	336-4141
Shelter Island Boatyard		Registered Marine Aquaculture Facilities	Local	619	427-6767
South Bay Boat Yard		Registered Marine Aquaculture Facilities	Local	619	238-1000
BA Systems Boat Yard		Registered Marine Aquaculture Facilities	Local	619	231-7171
	Mission Bay Quivera Basin	Registered Marine Aquaculture Facilities	Local	619	297-3851
Avis	Lindbergh International Airport	Rental Cars	Local	619	767-5700
Budget Rent-A-Car	Lindbergh International Airport	Rental Cars	Local	619	557-7218
Hertz	Lindbergh International Airport	Rental Cars	Local	619	556-7606
Local GSA Contact		Rental Cars	Local	619	445-6067
Navy Public Works Center	Commanding Officer	Rental Cars	Local	619	484-5400
State Coastal Commission		REQUIRED PERMITS/GOVERNMENT AGENCY CONTACTS	State	916	484-5400
State Toxic Substances Department		REQUIRED PERMITS/GOVERNMENT AGENCY CONTACTS	State	714	484-5400
Enforcement Bay Area AQMD	Director	RRT Contact List		415	749-4760
Mendocino County APCD Courthouse		RRT Contact List	County	707	463-4354
Monterey Bay Unified APCD		RRT Contact List		831	647-9411
North Coast Unified AQMD		RRT Contact List		707	443-3093
Northern Sonoma County APCD		RRT Contact List	County	707	433-5911
San Diego County APCD		RRT Contact List	County	858	650-4700

Complete Stakeholder Contact Information

Organization	Department/Position/ Office	Affiliation	Level	Area Code	Phone Number
San Luis Obispo County APCD		RRT Contact List	County	805	781-5912
Santa Barbara County APCD		RRT Contact List		805	961-8800
South Coast AQMD		RRT Contact List		909	396-2000 x2699
Ventura County APCD		RRT Contact List	County	805	662-6960
Ventura County APCD		RRT Contact List	County	805	662-6960
C & W Diving Services, Inc.		Salvage Companies/Divers	Local	619	474-2700
Global Diving and Salvage		Salvage Companies/Divers	Local	206	623-0621
Marine Services	Hydrostatic testing, diving system maintenance (no divers)	Salvage Companies/Divers	Local	619	422-8918
Presley Precision Diving		Salvage Companies/Divers	Local	619	223-3234
RE Staite Engineering Inc.		Salvage Companies/Divers	Local	619	477-7900
CA COASTAL COMMISSION		State Emergency Response Committees	State	415	904-5296
CALIFORNIA DEPARTMENT OF FORESTRY	Sacramento Command Center	State Emergency Response Committees	State	916	845-8680
CALIFORNIA CONSERVATION CORPS	CA EPA	State Emergency Response Committees	State	916	322-8284
CALIFORNIA DEPARTMENT OF TRANSPORTATION		State Emergency Response Committees	State	916	643-8855
CALIFORNIA HIGHWAY PATROL	COMMERCIAL VEHICLE SECTION	State Emergency Response Committees	State	916	657-7261
CALIFORNIA NATIONAL GUARD	Duty Officer	State Emergency Response Committees	State	916	854-3000
DEPARTMENT OF PARKS AND RECREATION		State Emergency Response Committees	State	916	653-9962
DEPARTMENT OF TOXIC SUBSTANCES CONTROL	CA EPA DTSC Duty Officer	State Emergency Response Committees	State	800	260-3972

Complete Stakeholder Contact Information

Organization	Department/Position/ Office	Affiliation	Level	Area Code	Phone Number
DEPARTMENT OF WATER RESOURCES	DIVISION OF OPERATIONS AND MAINTENANCE STATE WATER PROJECT OPERATIONS CONTROL OFFICE	State Emergency Response Committees	State	916	574-2714
DEPT. OF CONSERVATION	DIVISION OF OIL, GAS AND GEOTHERMAL RESOURCES	State Emergency Response Committees	State	916	445-0806
OFFICE OF EMERGENCY SERVICES	State Warning Center	State Emergency Response Committees	State	916	845-8911
STATE ATTORNEY GENERAL		State Emergency Response Committees	State	213	897-2000
STATE FIRE MARSHAL	PIPELINE SAFETY DIVISION	State Emergency Response Committees	State	916	445-8477
STATE FIRE MARSHAL	PIPELINE SAFETY DIVISION	State Emergency Response Committees	State	916	445-8200
STATE LANDS COMMISSION	MARINE FACILITIES DIVISION	State Emergency Response Committees	State	562	499-6312
STATE LANDS COMMISSION	MARINE FACILITIES DIVISION	State Emergency Response Committees	State	888	979-2634
STATE LANDS COMMISSION	MARINE FACILITIES DIVISION	State Emergency Response Committees	State	888	833-9845
STATE WATER RESOURCES CONTROL BOARD	CA EPA	State Emergency Response Committees	State	916	445-3846
California Coastal Commission	Bay Area Conservation and Development Commission Joint Oil Spill Program (BCDC/CCC)	Temporary Storage	Local	415	904-5200
DTSC	Region 1 (Sacramento)	Temporary Storage	Local	916	255-3564
DTSC	Region 2 (Oakland)	Temporary Storage	Local	510	540-3739
DTSC	Region 3 (Glendale)	Temporary Storage	Local	818	551-2830
DTSC	Region 4 (Long Beach)	Temporary Storage	Local	310	590-4968
Action Cleaning Corp.		Temporary Waste Storage	Local	619	233-1882
All Valley Oil Recycle		Temporary Waste Storage	Local	714	534-8841
Allied Petroleum		Temporary Waste Storage	Local	209	576-8500

Complete Stakeholder Contact Information

Organization	Department/Position/ Office	Affiliation	Level	Area Code	Phone Number
Alviso Independent Oil		Temporary Waste Storage	Local	408	262-2715
Amberwick Corp.		Temporary Waste Storage	Local	800	300-9990
American Oil Co.		Temporary Waste Storage	Local	818	700-8292
Asbury Environmental		Temporary Waste Storage	Local	619	463-1126
Golden West Oil Co. Inc.		Temporary Waste Storage	Local	909	350-3252
J.C.'s Grease Buyers		Temporary Waste Storage	Local	951	736-1198
J.W. Butler Oil, Inc.		Temporary Waste Storage	Local	661	943-3607
Jack Stone Drainage Oil Co.		Temporary Waste Storage	Local	562	427-7216
Jim Knight Drain Oil Service		Temporary Waste Storage	Local	562	434-2419
Oasis Pumping		Temporary Waste Storage	Local	562	944-5225
Pacific Fuel Service		Temporary Waste Storage	Local	909	466-0317
R. B. Enterprises		Temporary Waste Storage	Local	760	375-7727
Rosemead Oil Production, Inc.		Temporary Waste Storage	Local	562	941-3261
Speed's Oil Tool Serv., Inc.		Temporary Waste Storage	Local	805	925-1369
Triad Marine & Oil Cleaning		Temporary Waste Storage	Local	619	239-2024
World Pacific Oil Co.		Temporary Waste Storage	Local	714	539-7002
Foss/NRC Maritime		Tow Boats/Barges	Local	619	235-3320
Harbor Tug & Barge Marine Corp.		Tow Boats/Barges	Local	619	223-3805
		Tow Boats/Barges	Local	310	547-0919
Pacific Tugboat Service		Tow Boats/Barges	Local	619	533-7932
RE Staite Engineering Inc.		Tow Boats/Barges	Local	619	233-0178
U.S. Navy, Waterfront Operations	Duty Officer	Tow Boats/Barges	Local	619	556-3138
Water Taxi Service		Transportation	Local	619	235-8294
Office of Spill Prevention and Response	Volunteer Coordinator	Volunteer Coordinators	State	916	324-6250
American Red Cross		Volunteer Organizations	Local	619	542-7400
Project Wildlife	Seabird Team Leaders	Volunteer Organizations	Local	619	225-9453
Salvation Army		Volunteer Organizations	Local	619	239-8027

Complete Stakeholder Contact Information

Organization	Department/Position/ Office	Affiliation	Level	Area Code	Phone Number
Sea World	Animal Care - Environmental Coordinator Office	Volunteer Organizations	Local	619	222-6363
Sierra Club	San Diego Chapter	Volunteer Organizations	Local	415	995-1780
Sanctuary Program	Monterey Bay	Waste Management Plan	Local	408	647-4201
Sanctuary Program	Channel Islands	Waste Management Plan	Local	805	966-7107
Sanctuary Program	Farallones and Cordell Book	Waste Management Plan	Local	415	561-6622
Hubbs-SeaWorld	Hatchery Mgr, White Sea bass Fish Hatchery	Water Intake Facilities	Local	760	434-9501
Kelco		Water Intake Facilities	Local	619	232-0604
NASSCO		Water Intake Facilities	Local	619	544-8401
Scripps Institute	Trouble Deck	Water Intake Facilities	Local	858	534- 2930/385 1
SDG&E Encina Power Plant	Duty Engineer	Water Intake Facilities	Local	760	268-4000
SDG&E Silvergate Power Plant		Water Intake Facilities	Local	800	684-8123
SDG&E South Bay Power Plant	Duty Engineer	Water Intake Facilities	Local	619	420-7383
Sea World Mission Bay	Security	Water Intake Facilities	Local	619	222-6363
So. California Edison San Onofre Power Plant	Duty Engineer	Water Intake Facilities	Local	949	368-3000
U.S. NavSta	Public Works Center	Water Intake Facilities	Local	619	556-7341
Western Salt Co.		Water Intake Facilities	Local	619	423-3388
Center for Marine Conservation		Wildlife Contacts		800	519-1541
Friends of the Sea Lion		Wildlife Contacts		949	494-3050
Marine Mammal Center		Wildlife Contacts		415	289-7325
Marine Mammal Center Friends of the Sea Otter		Wildlife Contacts		831	289-7325
Pacific Wildlife Care Center		Wildlife Contacts		805	543- WILD
Save Our Shores		Wildlife Contacts		831	462-5660
Associated Press		Wire Service		415	495-1708
Associated Press		Wire Service		213	626-1200
Bay City News		Wire Service		415	552-8900

Organization	Department/Position/ Office	Affiliation	Level	Area Code	Phone Number
United Press Int'l		Wire Service		415	389-1935
United Press Int'l		Wire Service			

9300 Draft Incident Action Plan (IAP)

Refer to [Section 4002.08 of the Region 9 Regional Contingency Plan](#).

9400 Area Planning Documentation

9410 Discharge and Release History

Historically, spills in the San Diego COTP zone have been relatively few and minor in nature. Due to the low volume of merchant traffic and the large number of sport fishers and pleasure craft in San Diego harbor, the majority of pollution incidents have been limited to 5-10 gallons of gasoline/diesel oil spills in boat marinas or natural catch basins. Areas of high frequency include Shelter Island and Harbor Island. In addition, Naval vessels at the 32nd St. Naval Station and North Island carrier piers have been involved in pollution discharges on numerous occasions. The size of these spills is generally from 5 to 100 gallons.

Spill data was extracted from the U.S. Coast Guard Marine Safety Information System and SECTOR San Diego's Oil Spill Pollution Statistics for the 10 year period 1989-1998 (latest available data). The number of oil spills recorded each year is as follows:

Year	Number of Oil Spills
1989	101 oil spills
1990	202 oil spills
1991	125 oil spills
1992	213 oil spills
1993	345 oil spills
1994	370 oil spills
1995	392 oil spills
1996	362 oil spills
1997	368 oil spills
1998	313 oil spills
1999	212 oil spills
2000	
2001	

2002	216 pollution incidents
2003	166 pollution incidents
2004	289 pollution incidents

These figures represent the number of spills reported to, or discovered by the U.S. Coast Guard. In general, they under represent the actual number of spills, since many spills go unreported. The overall rise in number of reports are due to improved reporting and record keeping, rather than an increase in actual spills.

From 1989-1998 a total of 2791 oil spills were reported. These ranged in size from 1 gallon to 12,000 gallons. Of these, approximately 43% were from unknown sources. The vast majority of spills were less than 25 gallons, frequently from bilge pumping or minor fueling mishaps. Since 1985, 16 spills were greater than 1,000 gallons. 12 of the 16 largest oil spills were from U.S. Naval vessels or facilities.

Average Discharge. According to data contained in the USCG MSIS, the average reported oil spill occurring within the San Diego coastal zone between CY 1989-1998 (most recent data available) was less than 5 gallons. Typically, light fuel oil or bilge slops were spilled.

Largest Spill in Last Decade. San Diego's largest recorded discharge occurred in June 1992 when the USN barge YON 31 spilled 12,000 gallons of waste oil during a transfer to an oil donut.

9420 Risk Assessment

9420.1 Worst Case Spill

A worst case spill for a vessel is defined as loss of a vessel's entire cargo in adverse weather conditions. For a facility, it is the largest foreseeable discharge in adverse weather conditions.

Due to San Diego's low traffic volume and generally favorable weather patterns, the risk of a worst case spill is considered **very low**. There have been no major marine casualties, such as collisions or groundings, reported in San Diego in the last five years. The largest recorded pollution incident was 12,000 gallons of waste oil, which occurred during a transfer between the USN YON 31 and an oil donut.

However, there is a significant volume of oil that is transported, stored, or consumed as fuel within the San Diego area. Any number of factors, such as human error, equipment failure, sabotage, natural disaster, fire, and explosion have been known to result in large oil spills even though the likelihood of such an event seemed remote. The largest foreseeable vessel discharge could result from a collision between two vessels near the entrance to San Diego Bay and may result in the discharge of over 260,000 barrels of oil. On land, fixed oil storage facilities present the greatest potential volume spill spills. A 1 million-barrel oil spill was postulated as the result of multiple tank failures during a significant earthquake along the Silver Strand fault line. However, no specific historical data are available to indicate actual fuel storage tank vulnerability resulting directly from ground tremors or earth subsidence, or indirectly from flying debris, fires, and explosions common in major earthquakes.

Sample planning scenarios for both of these incidents are located in Section 4700.

9420.2 Maximum Most Probable Discharge

The maximum most probable discharge is based on the largest recorded marine oil spill in the San Diego Area. From 1995, there were 6 oil spills greater than 1,000 gallons. In 1992, there was a 12,000 gallon spill at the 32nd Street Naval Station from the USN barge YON 31. Based on the historical data, one spill per year in excess of 1,000 gallons can be anticipated. The maximum most probable discharge is 12,000 gallons of diesel fuel or light waste oil spilled into San Diego Bay during transfer operations.

A sample planning scenario for this incident is contained in Section 4700.

9420.3 Most Probable Discharge

The most probable discharge was calculated by averaging the size of all oil spills reported from 1994-1998. This was determined to be less than twenty-five gallons of diesel or waste oil. Based on the last 5-year period, approximately 5 spills per week can be anticipated. If you subtract the 6 largest spills in the past five years, the average drops to less than 10 gallons per spill.

A planning scenario for this incident is contained in Section 4700.

9430 Planning Assumptions - Background Information

9440 Planning Scenarios

9440.1 Worst Case Spill (Water)

LOCATION: Adjacent to San Diego entrance channel buoy "7"

SCENARIO: The 678 ft, fully laden (190,000 bbl) USN oiler USS *Supplier* is outbound from the Naval Fuel Depot Point Loma. The tug BIG BOY, with the 300 ft commercial tank barge *California* in tow, is inbound San Diego entrance channel. The *California* is loaded with 70,349 bbl #6 residual fuel oil. At 0500 on a February morning the *California* collides with the oiler in heavy fog adjacent to San Diego entrance buoy 7. An explosion results, and fires break out in a ruptured JP5 cargo tank splitting the oiler in two. The fire burns out as the bow and stern sections sink resulting in a near instantaneous release of one-third of the cargo (approximately 60,000 bbl of DFM and JP5 fuel oils). Cargo, fuel, and lubrication oil continues to leak at a rate of about 1,000 bbl/hr. A large gash below the waterline along the port side of the barge damages all seven port tanks. Approximately 25,000 bbl of #6 fuel oil are immediately released in the entrance channel. The barge continues to leak at a rate of 500 bbl/hr.

AMOUNT SPILLED: 261,000 bbl over six days

TYPES OF OIL: DFM, JP5, lube oil, and #6 residual fuel oil

The wind is W/NW at 5 kts, seas are 1-2 ft from the west. The tide is at flood stage, with slack water due to occur in 3 hours. By 1700 on the day of the spill, a winter storm has produced winds of 20-25 kts from the south, gusting to 40 kts. By 0500 the next day the storm subsides and winds return to W/NW at 5 kts for the duration of the modeled spill.

Affected and potentially affected areas throughout the course of this scenario include:

Affected And Potentially Affected Areas Throughout The Course Of This Scenario	
Location	Environmentally Sensitive Site Priority
San Diego Bay Entrance	A
Mammal pens	A
Magnetic silencing pier beach	B
Shelter Island marina	E
Commercial basin	E
Harbor Island marina	E
Point Loma	C
Point Loma Cabrillo National Seashore	C
Point Loma marine mammal haulout	A
Coronado, and Silver Strand beaches	C
Mission Bay	A
San Diego River	A
Ocean Beach, Mission Beach and Pacific Beach	C
La Jolla	C
Imperial Beach	C
Tijuana River Estuary	A
Tijuana shoreline	Mexico
Los Coronados Islands	Mexico

The required response action elements are presented in chronological sequence. These include initial actions, spill response organization, containment, countermeasures, cleanup strategies, resource requirements, available resources, sources of procurement, time necessary for cleanup, disposal options, and demobilization. The following response strategies for this scenario, and estimated times, are for planning purposes only

Table 1. Response Capability Requirements Prescribed by State Regulations.		
Skimmers – Derated Capacity	Storage	Boom
12 hr (2,500 bbl/day)	12 hr (31,000 bbl/day)	1,000 ft or 2x vessel length
36 hr (15,625 bbl/day)	36 hr (60,000 bbl/day)	
60 hr (53,125 bbl/day)	60 hr (60,000 bbl/day)	

DAY ONE

0 - 2 hours (time: 0500-0700 hrs)

USCG Group San Diego receives notification from the tug *Big Boy* via CH16 at 0500. *Big Boy* reports its location and condition as per above scenario, states intentions, and establishes comms schedule. Tug also notifies company owners via cellular telephone,

The USS *Supplier* notifies CINCPACFLT and COMNAVBASE SAN DIEGO, who then implement their notification procedures. COMNAVBASE dispatches two YTB's to assist.

Sector San Diego notifies the SECTOR Duty Officer and immediately dispatches a 41" UTB to assist. SAR and firefighting response is initiated IAW USCG District Eleven SAR plan and MSO San Diego Burning Ship Plan. Due to the heavy fog, no aircraft can be sortied. Search and rescue concerns are exclusive of all other concerns. For the purpose of this response strategy, SAR details are assumed executed.

The Coast Guard initiates all internal and external notifications including NRC, Navy Port Ops, Navy Southwest Region Security Office, CA OES, CA Fish and Game (OSPR), San Diego ODP, District Eleven, and scientific Support Coordinator (SSC). CG and OSPR initiate internal recalls and mobilize UCS/ICS. D11 activates the RRT. SSC mobilizes the SSC network. D11 DRAT en route. State of California Cultural Resources specialists are notified.

CG Sector San Diego (predesignated FOSC) initiates pollution and casualty investigation efforts. CG Pollution Investigator and Marine Inspector en route via WPB (or other designated platform). OSPR investigators en route Sector San Diego.

Tug BIGBOY attempting to pull barge off jetty. CG COTP issues order to stop until full investigation evaluation can be made. The tug remains standing by to assist.

COTP establishes Safety Zone closing San Diego Bay from the entrance buoy to the Coronado Bay Bridge. Two Harbor Police vessels on-scene to assist in controlling vessel traffic Broadcast Notice to Mariners initiated.

COMNAVBASE San Diego assumes responsibility for the U.S. Navy portion of the spill. USN Oil Recovery Teams at all San Diego Navy facilities are placed on alert with 7 skimmers ready to be deployed when the fog lifts providing 1,400 bbl/day immediate skimming capacity (Table 2). Navy SUPSALV alerted; 11 skimmers en route, ETD 48 hours.

National Strike Force Coordination Center (NSFCC) alerted. Pacific Strike Team mobilized. Requested PST COMCEN, OWOCR's 32" Munson boat, salvage pumps, storage equipment, cost doc, and one VOSS. ETA 8hrs. CG Public Information Assist Team (PIAT) dispatched.

Tug RP reluctant to assume financial responsibility for the spill due to the Navy involvement. Qualified individual identified and en route San Diego. Due to magnitude of spill and involvement of two parties and lack of action on the part of the civilian RP, FOSC notifies vessel RP and COMNAVBASE of federal assumption. FOSC opens pollution fund, requests initial \$5 million obligation ceiling to cover anticipated clean up and Coast Guard costs. OSPR opens California pollution fund. Regional open water recovery assets contracted and dispatched. OSPR and MSO LA/LB agree to release CCW assets from higher volume port. MSRC under contract to Coast Guard. Clean Seas requested, but authority to depart zone remains a question, as well as contracting specifics.

Initial press release issued. District Eleven public affairs staff establishes press operations.

2-6 hours (time: 0700-1100 hrs)

USN oiler is sunk in channel, with masts and upper decks visible. Fire is completely out. Initial reports indicate oil covers entrance channel to Point Loma. Full extent of slick remains undetermined due to fog.

ICS Planning section is working on evaluating barge diagrams and what to do with the barge, assess vessel's current status, identify cargo and condition. Barge tanks sounded, loss rate estimated. SSC provides initial verbal slick trajectory forecast. During the first 12 hours oil is expected to impact Point Loma and Ocean Beach, upper San Diego Bay and Coronado Beach, and threatens the San Diego River. Within 2 hours, a winter storm is expected to arrive, with winds veering to the south maintaining sustained velocity of 30-35 kts, and gusting to 50 kts. The storm effects will tend to drive the oil southward. SSC then departs en route San Diego, ETA 2hrs.

Table 2. On-water skimming response capabilities (bbl/day derated) available from OSRO's. The listed equipment is a limited listing of resources identified in the ACP. These sources represent major equipment providers in the southern California region.

OSRO	Less Than 4 Hours	12 Hour Capability	24 Hour Capability
NAVY	7 Skimmers@ 200 ea.		1-DESMI 1-VOSS
CCW		2-OSR (10,000) 1-OSRV (10,000 w/approv.) 1-VOSS (3,000) 1-VOSS (1,300)	1-Lori (4,900)
MSRC	1-Skim plat (1,317)	3-VOSS (3,017) 2-Skim plat. 3,700	1-Calif. Resp. (10,000) 1-Skim Plat. (1,371)
NRC ES	Marko Belt (2,050)		
ACTI		1-Marko 1 (2,050)	

Total	4,767	33,067	16,271
Total Cumulative		37,834	54,105

Establish initial Unified command Post (UCS) at Sector San Diego. City of San Diego EOC activated. Begin addressing health and safety issues for response personnel and community-at-large. Vessel RP/QI initiates ICS and internal response organization.

SUBBASE Point Loma designated as primary staging area.

Beach survey (SCAT) teams dispatched to Ocean Beach and Coronado. CA F&G 45' patrol boat TUNA activated. County Emergency Operations Center manned. CCW rep on-scene.

COMNAVBASE (N3) arrives at JCC.

Active planning and prioritizing of resources at risk begins. Significant threatened resources identified are:

Point Loma: rugged, rocky coastline.

Harbor seal haulout: vicinity of Point Loma sewage outfall.

Mission Bay

San Diego River

San Diego Bay

Navy Marine mammal pens

Marine birds and mammals: wildlife Rehabilitation Resources activated.

Tijuana River Estuary

A **protection strategy** is developed to minimize further oil impacts, although it will be complicated by the impending storm. Surf conditions make it impractical to protect ocean beaches and most of Point Loma. Protection efforts will focus on un-impacted inlets.

Priority One: In consultation with Cultural Resource Specialist, deploy protective boom across NW shore inlets within San Diego Bay, from the mouth to Harbor Island. Deploy 2,000' of protective boom along around the USN marine mammal pens. Deploy 3,900' of exclusion boom at the entrance of San Diego Bay in a "V" configuration. Deploy 4,000' of deflection boom between Ballast Point and NAS North Island.

Priority Two: Construct a sand berm across the Sand Diego River along with secondary boom. Deploy protective boom strategy at Mission Bay (5,700'). Encircle the oiler and barge with containment boom to reduce spread of oil continuing to leak (3,500').

Priority Three: Line the remainder of the NW shore inlets within San Diego Bay, from the mouth to Harbor Island. Deploy 1,000' of exclusion boom across the entrance of Shelter Island marina. Deploy 2,000' of exclusion boom across the entrance of Commercial Basin. Deploy five 500' sections of deflection/collection boom along North Island (2,500'). Deploy three 500 ft sections of deflection/collection boom along NW shore from Shelter Island to Harbor Island (1,500'). Deploy 1,500' of exclusion boom across the entrance of Harbor Island marina and Naval Station marina. Immediately after the storm passes, deploy 3,000' of ocean boom to deflect oil away from the Mission Bay/ San Diego River entrance.

Use of alternative countermeasures is considered. Although the initial fire on the oiler is estimated to have consumed 25% of the spilled oil, further in-situ burning is rejected. The lack of available fire boom in southern California, proximity to populated shoreline areas, necessary restrictions on other response vessel activities, and the impending storm make it an impractical alternative. Dispersants are considered. Due to the very heavy viscosity of #6 RFO, dispersants are expected to have little effect. Near shore environmental concerns are also considered a problematic issue. The much lighter DFM dissipates and evaporates somewhat on its own, and will be rapidly dispersed in the forthcoming storm. Additionally, the shallow-water environment near sensitive areas is not a desirable candidate for dispersing the oil into the water column. Dispersants are rejected.

Table 3. Day One Booming Capability Necessary to Contain Vessels and Threatened. Environmental and Economic Sensitive Sites.	
BOOM LOCATION	BOOM LENGTH (ft)
USS <i>Supplier</i>	1,400
Tank Barge	1,000
Entrance to San Diego Bay	7,900
Magnetic Silencing Facility Beach	1,500
Marine Mammal Pens	2,000
Shelter Island Marina	1,000
Commercial Basin	2,000
Harbor Island Marina	1,500
TOTAL	18,300

Cleanup will rely on mechanical recovery by skimmers and manual shoreline remediation.

Table 4. Boom Available for Response Strategies Execution.		
Equipment Provider	4 Hr Response Time	12 Hour Response Time
Navy	4,000 ft	10,000 ft
ACTI	6,500 ft	10,000 ft
NRC ES (FOSS)	8,000 ft	36,000 ft
CCW	NA	Offshore only

MSRC	4,000 ft	21,600 ft
USCG	2,000 ft	NA
Total	24,500 ft	77,600 ft
Total Cumulative	NA	102,100 ft

An additional Safety Zone is established closing Mission Bay.

6-10 hours (time: 1100-1500 hrs)

Fog clears. Air station San Diego HH-60 helicopter makes first overflight for spill assessment. OSPR fixed wing airborne for surveillance. Additional staging areas are established at SUBBASE, the NASNI "old" CPO club, Shelter Island boat ramp, and Dog Beach at San Diego River mouth. Components of UCS forming. USCG PST representatives on-scene. SUBBASE ORT encircles barge and tanker with boom. Response contractor is assigned to construct protective sand berm across San Diego River and deploy protective boom strategy inside Mission Bay. Protective booming of Shelter Island Yacht Basin, commercial Basin, and West Basin (Harbor Island) by NASNI ORT and 32nd ST ORT. All available ORT skimmers deployed off Ballast Point to recover incoming oil. Total skimming capacity established at 1,400 bbls/hr.

Identify shortfall of barges to lighter the barge and temporarily store oil recovered from water. Contract with FOSS/Crowley/Wilmington barge companies to provide 100k bbl capacity from Long Beach. ETA 8-12 hours. Nine USN yard oilers (total 62-k bbl capacity) pressed into service to begin lightering barge. COMNAVBASE provides USN divers to conduct underwater assessment on sunken USS SUPPLIER. Towing RP contracts divers to make underwater assessment. Salvor hired and en route. Beach surveys report heavy oiling of Zungia Point (ocean and bay sides), north Coronado Beach, and Point Loma. Light oiling reported on Ocean Beach. County authorities close Ocean Beach, continue to monitor Coronado and the Silver Strand. Health and safety parameters established. Safety plan developed. RRT convenes at Naval Base San Diego. NOAA delivers first hard-copy oil spill trajectory; confirms initial verbal report. Trajectory provided for #6 oil, but will evaporate and dissipate rapidly. Much of the lighter oil will disperse in the anticipated storm.

10-14 hours (time: 1500-1900 hrs)

UCS continues to grow. OSPR Administrator on-scene. FOSC Unified Command holds press conference at 1400. Afternoon overflight reveals slick extending around Point Loma to Ocean Beach, extending up to 2 NM offshore. Heavy concentrations of beached oil reported from SW Point Loma to Ocean Beach. Weather deteriorating as storm approaches.

On-scene reports indicate that oil continues to leak at a rate of 1,000 bbl/hr from the oiler and 500 bbl/hr from the barge. Protective booming operations continue.

San Diego county ODP coordinates beach pre-cleaning with Naval Station North Island and the cities of Coronado, Ocean Beach, Pacific Beach, mission Beach, and the California conservation Corps (CCC) using a combination of manual labor and heavy equipment. CCC provides Beach cleaner training. An estimated 300 laborers are needed for Coronado, and 200 for Mission Beach. Pre-clean operations will be scheduled to begin at 0700 day two. USCG, OSPR, and USN investigations have been opened to determine the cause of the spill. An oil sampling plan is established to aid in establishing later responsibility for cleanup costs.

14-18 hours (time: 1900-2300 hrs)

San Diego River berm construction continues. Most priority 1 and 2 booms in place. Priority 3 booming begins and is suspended when the storm hits. Crews are assigned to tend booms through the storm and night. Lack of sufficient boat crews to maintain 24 hr/day operations becomes a concern. Equipment continues to arrive from outside the area, and is directed to the appropriate staging area. CG Pacific Strike Team equipment arrives. USN SUPSALV representative arrives.

18-24 hours (time: 2300-0500 hrs)

Planning continues into the night. USCG PST and USN SUPSALV are assigned to develop plans to lighter remaining oil from the sunken oiler. CCW conducts aerial surveillance with the RIOSS system to map the movement of the oil during the night.

DAY TWO (from 0500)

The storm subsides by 0500, with the wind returning to W/NW at 5 kts, tending to drive the floating oil ashore and farther up San Diego Bay with the tides. Oil continues leaking at 1000 bbl/hr from the oiler, and 50 bbl/hr from the barge. Much of this oil gets caught in the circular current south of the San Diego Bay entrance, eventually moving up San Diego Bay with the tides, or beaching on Coronado/Silver Strand. CG AIRSTA San Diego launches a dawn overflight to map the spill following the storm. Oil is reported beached from Point Loma north to Mission Beach. A heavy sheen extends 2 NM offshore, with large patches of brown oil and black tar patties. Black oil is working its way south along Coronado. Late morning and afternoon overflights are also made.

CCW, MSRC, Clean Seas, and SUN SUPSALV skimmers arrive on-scene within excess of 57,000 bbl/day of skimming capacity. MSRC skimmers are assigned to recover the farthest offshore oil. The Clean Seas and larger CCW skimmers are assigned to nearshore recovery. The remaining skimmers are assigned at the San Diego entrance and within the bay. San Diego County ODP continues to coordinate beach pre-cleaning activities on un-impacted areas of beaches. Local contractors are hired to provide vacuum trucks to collect oil at each diversion boom on Naval Station North Island. Local contractors also provide manual laborers to remove oil stranded on the beaches. Beach cleaning activities must be conducted with consultation from Cultural Resource Specialists. Additional laborers are brought in from the LA/LB area. Navy ORT provides additional vacuum truck resources.

NOAA, OSPR, and local trustees begin joint injury determinations for the Natural Resource Damage Assessment (NRDA). Wildlife impact reports are being received from multiple sources and are confirmed by on-scene responders. Sea World coordinates with OSPR the establishment of wildlife collection and triage stations at the mouths of Mission and San Diego Bays. International Bird Rescue arrives and establishes a rehabilitation center of San Diego. Teams are assigned to survey impacted areas for injured/oiled wildlife.

USN SUPSALV and USCG PST personnel begin lightering from the oiler. Lightering of the barge continues. Recovering 6000 bbl/day from the barge and 10,000 bbl/day from the oiler. A 1400 press conference is held.

Approximately 54,000 bbl of #6 RFO is estimated to have spilled by the end of the day. Approximately half is stranded ashore, and half remains free-floating. Skimmers recover approximately 12,000 bbl of oil during the first day of recovery efforts. Approximately 3,000 bbl of oil are recovered from ashore.

Priority Three booms are in place by the end of the day.

DAY THREE

Dawn, mid-day and dusk overflights are scheduled. A heavy sheen remains offshore north of San Diego Bay, but most recoverable oil has deposited ashore. Approximately 10 miles of beach are impacted from Coronado to Mission Beach in a uniform one-quarter inch swath that is 5 feet wide. Tar patties continue to wash ashore along the various beaches. Some slugs of black oil are still washing ashore on Coronado Beach. Protection efforts have been successful at keeping oil out of Mission Bay and the San Diego River. Oil has migrated into San Diego Bay past Shelter Island.

By the end of the day, the barge continues to sheen, but no recoverable product is left on board. An estimated total of 18,000 bbl have been lightered off over the past three days. Plans are made to refloat the barge and tow it to a shipyard. The anticipated completion for this project is one week.

Cleanup priority is given to Point Loma. An estimated 10,000 bbl of RFO is estimated recovered by on-water resources, and 1,000 bbl by shoreside resources. Priority planning is given to re-opening of San Diego entrance channel. The channel is reopened to one-way traffic with USCG escort pending survey and marking of a temporary channel.

DAY FOUR THROUGH SEVEN

Overflights are reduced to twice daily. Press conferences continue to be held once per day. An estimated 11,000 bbl's of oil remain on the water, and 15,000 stranded on shore. Recovery resources are recovering 1,000 bbl/day ashore and 2,000 bbl/day on water. Up to 500 beach cleaners plus mechanical equipment is in use.

By day seven, 5,000 remain floating on the water in scattered patches. USCG begins demobilizing larger, more inefficient skimmers.

DAY EIGHT THROUGH THIRTY

Overflights reduced to once per day. Beach surveys and cleanup continues. By day eleven, most on-water recovery resources have been demobilized. Only the small ORT skimmers remain. By day fourteen, beach cleaning is becoming steadily less efficient as most of the oil is recovered. Beach cleaners are being demobilized in increasing numbers. Only 50 cleaners remain at work on beaches north of San Diego Bay, and 100 cleaners on beaches to the south. By day thirty, cleanup is reduced to picking up tarballs still washing ashore.

DAY THIRTY-ONE TO NINETY

Clean up of tarballs and light oiling continues for the next two months. Organized beach cleaning is terminated on day eighty, with continued beach monitoring to day ninety. Unified Command reduces progress meetings to weekly. Incident Action Plans are scheduled to reflect the UC meeting requirements. Responsible parties are directed to develop a plan to restore damaged wetlands and shorelines. By day forty the containment booms can be removed. By day ninety cleanup is determined to be complete.

9440.11 SHORT FALL ANALYSIS

No trajectory model is available because of the limits of computer models to mimic San Diego Bay currents, tides and wind forces. The trajectory model utilized for this exercise was created using reasonable oil movement estimates based upon familiarity of small spill movements, and known climatic and tidal considerations.

No attempt was made to quantify Coast Guard or other agency staffing requirements to support the Unified Command. But, due to the complexity and duration of this scenario a substantial manpower requirement is predictable.

Contractors may experience significant delay in responding to an incident that requires a substantial equipment deployment effort in early morning hours. Such delay could result in a rapid spread of product.

9440.2 Most Probable Worst Case Spill (Water)

LOCATION

The Oil Spill Co, adjacent San Diego Bay near 10th Ave. Marine Terminal.

SCENARIO

At 1400 on Thursday in October, The Oil Spill Company (OSC) was conducting a transfer operation with the M/V SPILLS ALOT at the 10th Ave Terminal (Southern most manifold) and their own tank farm. The connection between the manifold and the transfer hose failed. The failure caused the fuel to shoot into the water outside of the boom in place around the vessel. The spraying fuel severely splashed the shore side PIC resulting in a 15-second delay to shut down the transfer. The transfer was shut down 35seconds after the failure. The failure resulted in a release of 500 bbl's of DFM into San Diego Bay.

The wind is ENE (Santa Ana conditions) at 13 knots gusting to 18-20 kts, seas are 1-2 ft from the east. The tide is in the seasonal high ranging from +6 to -1.5. Currently the tide is at flood stage with slack water to occur in 4 hours. The air temp is in the mid 70's and the water temp is in the low 60's.

Actual and potential area affected include:

Central San Diego Bay

South San Diego Bay

Sweetwater Creek

Delta Beach

Coronado

Chula Vista Nature Preserve

Least Tern nesting area in the South Bay

The required response action elements are listed in chronological sequence. These include initial actions, spill response organization, containment, countermeasures, cleanup strategies, resource requirements, available resources, sources of procurement, time necessary for clean up, disposal options, and demobilization. The following response strategies for this scenario, and estimated times are for planning purposes only.

DAY ONE

0-2 hours (1400-1600)

USCG MSO receives notification from OSC of the above spill at 1415. The Coast Guard initiates all internal and external notifications including: NRC, OES, Local OSPR office, Port of San Diego, USN Port Operations, San Diego ODP, District 11, NOAA SSC and USCG PAC STRIKE TEAM. CG and OSPR initiate internal recalls and mobilize Unified Command using the ICS structure. Command Post is located at the CG Activities San Diego.

SECTOR SD opens OSLTF with initial 100k ceiling to cover CG costs.

SECTOR SD immediately requests to launch 41' Utility Boat (UTB) to assess the spill as well as an H-60 Helo overflight. The UTB is launched immediately with SECTOR personnel on board. Only two Helos are operational and one is conducting long range SAR. SECTOR Pollution Investigator departs for OSC via response vehicle. A BNTM is issued advising mariners to use caution while transiting South SD Bay. Predesignated FOSC (USCG Commanding Officer of SECTOR SD) initiates ICS organization. OSPR investigators dispatched from Kearny Mesa office and OSPR Warden recalled from Oceanside to respond. The 41' UTB reports that the area between 10th Ave Terminal and the Coronado Bridge is heavily oiled and the slick is moving south. They estimate the leading edges of the sheen will be beyond the bridge in 30 minutes. CO SECTOR SD closes San Diego bay to all traffic south of the Marriott Marina. SD Harbor Police boats on scene to help control vessel traffic. While second helo is being prepped for overflight it is called out on SAR case. SECTOR SD Personnel dispatched to the top of the Hyatt Hotel to observe the spill.

AT 1405 OSC contacted their contracted OSRO to respond to the spill. OSC's contracted OSRO will not be on-scene for almost three hours. CO SECTOR SD determined immediate action was necessary and instructs OSC to immediately conduct a response or the CG would take over the response. OSC qualified individual recognizes the need for immediate action and hires local contractors to conduct response. The FOSC recognizes that more equipment and supplies will be immediately necessary to combat the spill and exercises a Memorandum of Understanding with the Navy to provide the necessary equipment. The FOSC and SOSC decide that the South Bay is the first priority for protection and the South Bay booming strategy should be immediately executed 24th St Marine Terminal will be the staging area. At 1430 local contractors are on scene and recalling personnel and equipment to cover the response as well as starting to deploy boom, boats and personnel. CG personnel dispatched to 24th St Terminal to coordinate booming of South Bay. OSC's OSRO is still mobilizing with skimmers and boom, their ETA is two hours. FOSC requested all US Navy skimmers be activated. 3 skimmers are already on the water and en route to conduct clean up. The other four will be on scene within 2-3 hours. All available Navy boom already in the water is being collected and transported to the 24th St Marine Terminal as a staging area.

Initial press release sent. PAC Strike Team and PIAT mobilized. SSC is en route.

2-6 hours

The Unified Command has been fully established with secondary and tertiary notifications made to: SCIC, Trustees for all South Bay resources at risk and Sea World bird rescue center. At 1630 between local contractors, US Navy and USCG 13,000 ft of boom has been deployed and is being placed in position from 24th St Terminal to the SE corner of the Naval Amphibious Base. By 1700 the South Bay boom strategy has been completely implemented with a modification closing the gap to NAB. The bulk of the spill is contained within the boom but the leading edges of the spill are already past the boom. Long range SAR helo returns and overflies San Diego Bay. Overflight reveals Glorietta Bay is heavily impacted with oil. Shoreline impacted south of NAB to the A-6 anchorage and a light sheen exists with many fingers as far south as the Sweetwater Channel.

In order to prepare for the tide going out an additional 3000 ft of boom is ordered deployed from the Northern most point of 10th Ave Terminal due west, with a vac truck set up at the choke point for skimming ops. Navy skimmers are skimming in the area just south of the Bridge in the most concentrated area.

8-24 hours

Navy skimming ops continue through darkness with personnel reliefs occurring at 2200.

Dusk and dawn overflights conducted to map extent of spill.

As more personnel and equipment arrive the Command Post is moved to ACTSD Hangar.

Media interest is frenzied with interest reaching to the international level.

Sweetwater Channel is boomed off. Glorietta Bay is also boomed off to prevent the oil from spreading in and out of the bay.

SCAT's are dispatched at first light to assess the area south of NAB. SCAT's report that the shoreline is impacted south to Crown Isle with the heaviest impacted areas being just south of NAB.

NRDA unit established.

11 dead oiled birds have been recovered and 21 oiled birds have been transported to Sea World. In the morning of Day Two, 10 of the 21 birds sent to Sea World have died. More birds continue to be transported. Delta Beach (Least tern nesting area) is heavily impacted, USFWS, SCIC, OSPR, USCG DOE personnel on scene devise restoration/clean-up strategy.

Navy uses more boom to protect piers and moored vessels.

USCG VOSS is enroute on board 180' CG Cutter.

DAY TWO

First light overflight is used to map the spill.

Skimmers are redirected to heaviest concentrations.

Secondary boom is placed in a tiered deflection strategy at either end of the containment area to direct the oil to collection sites as the tide washes in and out.

By noon the CG Cutter with the VOSS is on scene and actively collecting product. OSC has established storage for skimmed oil at 10th Ave Terminal.

Shoreline clean up has been initiated on beaches South of NAB.

A vessel decon station has been set up at both ends of the containment area.

OSC's OSRO skimmers are placed into service in Glorietta Bay.

CG overflights continue but are becoming less effective because of the frequent live feeds from TV News helos.

Press conference was held with CO SECTOR SD, Owner of OSC, and SOSC.

PAC Strike Team on scene as well as; NOAA SSC, USCG PIAT, additional OSPR personnel and additional personnel from local and regional contractors.

Dead birds continue to be collected and become a focal point for the media.

Authorized ceiling for the spill is raised to 500 K to cover costs and is expected to be bumped up again as burn rates for contractors and public agencies are captured.

DAY THREE

Amount of oil has greatly dissipated with round the clock skimming ops and continued hot dry weather. Heaviest concentrations remain in Glorietta Bay and around the Naval Station trapped within the piers. The South Bay Boom is broken and the northern point of the boom is placed at the western tip of NASSCO to encapsulate the bulk of the remaining product.

South San Diego Bay is open to commercial and Navy Traffic only.

Glorietta Bay is still closed to all traffic, OSRO and CG skimmers remain in service here. Beach clean up is on going and will continue for many days possibly weeks.

Tidal conditions have returned to average tidal highs and the Santa Anna wind conditions have dissipated. The weather is the typical night and morning low clouds burning off in the afternoon with late morning to early afternoon winds out of the west at 6-8kts.

Equipment decon station is set up at the OSC facility. Waterside vessel decon station has been set up at a facility just south of 10th Ave Terminal.

DAY 4-END

Skimming ops become unfeasible and all skimmers are demobilized and decontaminated.

Bird rescue center remains open actively trying to rehab oiled birds. NRDA is in full swing. NPFC has set up a claims unit, which is sifting through a barrage of claims, many of which appear to be fraudulent. News coverage eventually dies off, as the story grows stale. The City of San Diego sees a slight economic boom tied directly to the oil spill. The spill is being called the "10th Ave spill".

9440.3 Maximum Probable Oil Spill

LOCATION

Pier 6, Naval Station San Diego.

SCENARIO

Narrative of operation preceding the spill: While conducting a fuel offload at 1000 on a Tuesday morning in April, the Officer of the Deck aboard the USS NEVERSAIL smelled a strong aroma of diesel fuel at the mid-ship's quarterdeck. He reported the finding to the ship's Damage Control Central area by telephone, and the ship's Engineering Duty Officer (EDO) secured the fuel offload by manually switching off power to the ship's internal transfer pumps. EDO ordered the Sound and Security Rover to shut off the main fuel transfer valves. The Sound and Security Rover accidentally misaligned the fuel valve and caused 8,000 gallons of Diesel Fuel, Marine (DFM), number F-76 to be discharged into the San Diego Bay over a 20 minute period, until the misalignment was corrected.

Weather: Winds are light and variable, bay conditions are calm. Tide is 3 hours into the flood and predicted high tide will be 4.2 feet above the mean inter-tidal range.

Affected and potentially affected areas throughout the course of this scenario include:

San Diego Bay

Sweetwater Creek

Chula Vista Nature Preserve

Coronado

Least tern nesting area in the South Bay

The required response action elements are presented in chronological sequence. These include initial actions, spill response organization, containment, countermeasures, and cleanup strategies, resource requirements, available resources and sources of procurement, time necessary for cleanup, disposal options, and procedures for terminating the event. The following response strategy for this scenario and estimated times are for planning purposes only and do not reflect performance standards.

DAY ONE

0-2 hours

The Engineering Duty Officer brought the ship to General Quarters for an initial oil spill response, and reported the spill to Port Operations at Naval Station San Diego, in accordance with local instruction. The Naval Station responded with two Boston Whalers to investigate the spill and was at the scene six minutes after the spill was reported. The Naval Station First Response Team (FRT) Leader initially estimated the spill at over 2,000 gallons and radioed for two boom boats, two oil skimmers and four Boston Whalers to respond from Liquid Cargo at the Naval Station. In addition, the FRT Leader dispatched two additional oil skimmers and two additional boom boats from Port Operations, Coronado. Four additional craft were put on 5 minute stand-by notification from Port Operations, Point Loma, but they were not used immediately due to the length of their transit time to the scene.

The USS NEVERSAIL notified the USCG National Response Center (NRC) and the California State Office of Emergency Services (OES). The USS NEVERSAIL notified the Duty Officer for Navy Region South West.

The USS NEVERSAIL was the Pier Senior Officer Present Afloat (SOPA) and augmented their initial spill response with 18 additional personnel from two ships that were also berthed at Pier 6. The ship responders deployed seventy absorbent pads on the spill and deployed 500 feet of absorbent boom from the ship's oil spill response kits. Two additional response kits were used from the neighboring ships.

The Port Operations Duty Officer using the San Diego Bay Oil Spill Response Check List contacted the following by telephone:

Naval Station Command Duty Officer (CDO)

Naval Base Coronado CDO

Naval Base Point Loma CDO

Navy On-Scene Coordinator (NOSC)

Port Operations Officer

Waterfront Environmental Coordinator (WEC)

Port Operations Leading Chief Petty Officer

USCG Sector San Diego

SECTOR San Diego Pollution Investigator on scene forty minutes after the spill was reported. SECTOR recalled personnel for ICS based response. All internal and external notifications made. The following designated areas were prioritized in order of significance:

Containment boom around spill sources (USS NEVERSAIL).

Boom deployed northwest from Mole Pier across the bay to south Coronado to reduce impact on sensitive south San Diego Bay areas.

Protective booming of Sweetwater Creek and Seventh Street channel.

Implementing the South Bay booming strategy.

The FRT deployed 3,000 feet of boom around USS NEVERSAIL and along the quaywall. The FRT had 80% of the spill contained, one hour after the start of the spill. The FRT laid out 350 oil spill pads, and the four oil skimmers recovered a total of 950 gallons. Two additional boom boats were recalled from Port Operations, Point Loma and were on-scene in 90 minutes.

Captain of the Port (COTP) established a Safety Zone, closing San Diego Bay from the Naval Station south. Broadcast Notice to Mariners initiated to minimize civilian vessel traffic. OSPR investigators on scene. FOSC requests to open OSLTF for \$50,000 to cover Coast Guard costs.

2-4 hours

FRT deploys 5000 feet of containment boom from Mole Pier.

SECTOR schedules and completes overflight. A Unified Navy/Coast Guard/State command is established at 32nd St Naval Station. Overflight reveals a heavy sheen across South bay from the 24th Street Marine terminal to 28th Street pier with scattered patches of brown oil. Oil is dissipating and is expected to evaporate rapidly under the sun. A press conference is held at the NAVSTA. Media interest is high locally with a few regional news agencies showing interest.

4-8 hours

FRT skimmers continue to collect product from the containment area, while Port Operations Coronado and Point Loma skimmers target scattered patches of brown oil. Naval Station boom boats deploy boom across Sweetwater Creek and from the Silver Strand.

U. S. Fish and Wildlife rep on-scene and monitoring for wildlife impacts. Sea World is alerted. Injury Survey commences for National Resource Damage Assessment (NRDA).

8-24 hours

NOAA SSC on scene providing trajectory and weather analysis. Skimmer operations continue until 2100, and commence at 0600 the following day until 1700. High tide is predicted at 4.3 feet above the mean inter-tidal range later that evening. Noon and sunset overflights continue to map the areas of collectible oil. The oil continues to evaporate rapidly and skimming operations are secured at 1700. A few patches of brown oil persist with extensive sheening. All booms remain in place. Four oiled Western Grebes have been transported to Sea World for rehab.

DAY TWO

A first-light overflight at dawn is used to map the extent of the oil.

Skimmers are directed to observed patches of oil. Two of the four birds that were transported to Sea World have died. The second press conference is held with the local media. Protestors are picketing outside the Naval Base. A midday overflight shows that most of the sheen has evaporated. Some light sheening is still observed around the shorelines with small fingers of sheen running into the bay. The Silver Strand boom is removed, followed by the Mole Pier boom. The Safety Zone is disestablished.

DAY THREE TO END

A morning overflight reveals minor sheening still visible but no recoverable patches remain. Coronado and Point Loma skimmers are released. Boom still remains around the vessel but all other boom is broken and sent to the decon station set up on the Base. Two more birds are transported to Sea World for rehab. Media interest has declined and is no longer the top story. The Navy has set up a claims unit and a boat wash station to handle any possible claims.

9440.4 Hazmat Scenario 1

LOCATION

Southbound Interstate 5 at the Buena Vista Lagoon Overpass.

SCENARIO

At 0900 on a weekday, an acid trailer (MC 312 cargo tank) full loaded with 1500 gallons of 90% concentrated sulfuric acid swerves into a freeway guard rail at high speed. The trailer overturns on top of the Buena Vista Lagoon overpass. The trailer's man-way cover, located at the rear of the trailer, breaks open, allowing sulfuric acid to spill onto the highway, and down into the estuary, which is also a California State Ecological Reserve and continuing Wildlife Preservation Project.

AMOUNT SPILLED: 750 gallons (250 gallons reach the lagoon/water).

PRODUCT SPILLED: 90% concentrated Sulfuric Acid.

Winds are from the West at 5 kts, air temperature is 65 deg F, water temperature is 60 deg F, and the tide is slack high water.

Winds are from the West at 5 kts, air temperature is 65 deg F, water temperature is 60 deg F, and the tide is slack high water.

Buena Vista Lagoon & Reserve

Pacific Ocean

The cities of Carlsbad/Oceanside/Vista

The required response action elements are presented in chronological sequence. These include initial actions, spill response organization, containment, countermeasures, cleanup strategies, resource requirements, and time necessary for initial reactions. The following response strategy for this scenario and estimated times are for planning purposes only and do not reflect performance standards.

DAY ONE

0-2 Hours (0900-1100)

The driver is unhurt and is able to exit the cab safely. She immediately retreats from the scene of the accident, as toxic fumes and a small gaseous plume, caused by the reaction of the acid as it hits the ground and the surface of the water, begins to affect the surrounding atmosphere. A passing motorist calls 911 from their cellular phone and reports the incident.

The dispatcher contacts the San Diego Fire Department, HIRT, and the US Coast Guard. Resources/personnel are dispatched to the scene. The dispatcher also notifies the California Highway Patrol (CHP). The Carlsbad, Vista, and Oceanside Fire Departments are immediately notified. All three arrive on scene within the next 15 minutes.

The CHP officers arrive on scene. Traffic is stopped and rerouted in both directions, and the CHP assumes command of the incident. The area is secured and a Unified Command System is established. The US Coast Guard representative arrives on scene within 15 minutes. Cal-Trans crews, San Diego Fire HazMat team, and San Diego County Environmental Health arrive on scene within the next 25 minutes.

The HazMat Teams suit up in appropriate response gear, including SCBAs, and secure the source to ensure that no further material is released.

The sulfuric acid has already corroded the freeway asphalt, cement curbing, and metal guard posts on its way to the lagoon. As the acid reaches the water, it sinks and mixes violently with the water. This reaction produces a yellowish toxic cloud. This drifts in an easterly direction, hugging the earth's surface through the thick morning fog. The acid in the water begins to kill some of the exposed wildlife and surrounding vegetation.

The airborne plume threatens not only the initial safety zone, but also nearby neighborhoods. A major shopping mall and sewage disposal plant is located one mile east of the spill. Evacuation of these areas begins, and the safety zone perimeter is enlarged.

The HazMat Teams begin to neutralize the landside using soda ash. The on-scene fire departments initiate a fog/water "curtain" to knock down the gas cloud, while being cautious not to introduce water to the tank truck directly, or the acid on the ground.

Construction of a sand berm is discussed to keep the acid from washing out into the Pacific Ocean. Due to the lack of significant water movement in the lagoon and the greater potential for damage to the environment, it is decided that this will be put on hold for the time being.

Media interest is high and news crews begin to arrive on-scene.

2-4 Hours (1100-1300)

The bulk of the acid spilled on land is neutralized. Air sampling equipment is deployed to check the "downwind" air concentrations. Water sampling is started to ensure that the acid is neutralized.

A press release is issued and a press conference is held to get the information out to the public.

Wildlife impact assessment commences with representatives from the California Department of Fish & Game (DFG).

4 Hours through end

Air sampling and water sampling continue until it is determined that the acid is completely diluted and that the toxic cloud has dispersed and no longer poses a threat to the public.

Wildlife impact assessments will continue in order to evaluate the overall effect of the spill.

9440.5 HAZMAT Scenario 2

LOCATION

Harbor Drive Chevron Facility's Lower Tank Farm/San Diego Bay

SCENARIO

On a Wednesday at 12:30 p.m., an earthquake, with a magnitude of 5.2, occurs in San Diego.

The lower tank farm at the Harbor Drive Chevron Facility experiences a complete failure of tanks 27 and 28. The tanks were full at the time and 39,778 barrels of unleaded gasoline were released.

The quake destroys part of the containment wall separating the tank farm from Southwest Marine. The containment wall, designated to hold 29,781 barrels (110% of the largest tank), is damaged but still retains 22,336 bbls of the premium unleaded gasoline released when the tank collapsed.

The remaining 17,442 bbls (732,564 gallons) pours over the damaged containment wall onto the Southwest Marine shipyard and into San Diego Bay.

At the time of the earthquake, the area shipyards (NASSCO, Southwest Marine, and Continental Maritime) were in full operation including hot work.

AMOUNT SPILLED: 732,564 gallons

TYPE OF OIL: Unleaded and Premium Unleaded Gasoline

It is summer, with clear skies, the air temperature is 80 deg F, and the water temperature is 65 deg F, with winds from the West at 5 knots. There is a flood tide with a current of 2 knots under the Coronado Bay Bridge.

Affected/potentially effected areas throughout the course of this scenario include:

- North San Diego Bay
- South San Diego Bay
- Glorietta Bay and the Silver Strand/Coronado Cays
- Chula Vista Boat Basin
- Sweetwater River and Chula Vista Nature Preserve
- Otay River
- A-8 Anchorage (live-aboards & vessels)

Cities of Imperial Beach, San Diego, Chula Vista, and National City

NASSCO, Southwest Marine, and Continental Maritime shipyards

32nd Street Naval Station and Naval Amphibious Base

The following strategic objectives were developed during the response planning:

Search & Rescue

Fire/spill containment and protection strategies

Fire extinguishing

Crowd/traffic control (vehicles, air space, trains, etc.)

Local area evacuations & public notifications (in “downwind” areas)

Hazardous waste disposal

Natural resource damage assessments (short & long term)

The following specific response action elements are presented in chronological sequence. These include all of the specific tasks necessary to accomplish the strategic objectives outlined above. The following response strategy for this scenario and estimated times are for planning purposes only and do not reflect performance standards.

DAY ONE

1240 USCG SECTOR receives the report of the spill and resulting fire from Chevron personnel.

1245 USCG SECTOR COTP assumes the role of OSC and opens the Oil Spill Liability Trust Fund. ODP receives notification of spill from HMMD.

1250 OSC closes Port of San Diego/San Diego Bay to all traffic and issues a Broadcast Notice to Mariners. FAA is contacted and the air space for a radius of 2 miles is closed to all non-response air traffic. ODP begins notification and EOC activation process.

1255 First San Diego Fire Department units arrive on-scene and commence laying out cooling and protection hose lines. 2 Harbor Police vessels arrive on-scene and commence using 1500 GPM water monitors to help contain the waterside fire. 2 USCG patrol boats arrive on-scene. One vessel commences SAR operations north of the scene between the Coronado Bay Bridge and the incident. The second vessel commences SAR operations south of the incident.

1300 2 USCG helicopters are launched enroute to the scene to perform landside and waterside SAR operations. Operational Area Emergency Operations Center (EOC) activated. Media Team activated. Some Media Team assets put at disposal of Unified Command.

1310 ODP recommends to City of San Diego that they proclaim a local emergency/request the Governor proclaims a State of Emergency. ODP begins process of proclaiming a local emergency/requesting the Governor proclaim a State of Emergency for the operational area.

1315 OSC requests 2 Navy and 2 Navy contract tugs (from 32nd Street Naval Station) are dispatched to the scene. OSC also requests that the 32nd Street Naval Station ORT deploy boom from the pier, one at the Naval Station out 4000' to contain the spread of oil on the flood tide. OSC/IC requests ODP activate LIFE/EAS. Messages go out regarding evacuation in the immediate area of the spill/fire.

1320 Op Area EOC contacts Red Cross and requests they establish shelters for potential evacuation of the impacted area.

4 Navy tugs arrive on-scene and commence using their 3000 GPM to control the waterside fire and contain/extinguish the shoreside fire. EOC dispatches representatives to the UCS. Op Area EOC ready to provide support to responding agencies. San Diego County Animal Control units arrive on-scene to support Fish & Game in wildlife protection/rescue.

1335 Op Area EOC requests helicopter support from NAS North Island in response to request from OSC/IC.

1350 Op Area EOC representatives arrive at Command Post and report to the Liaison Officer.

1400 San Diego Fire continues to provide exposure protection with an awareness to avoid depositing the fire streams into the burning fuel. Cooling fog is directed to cool other tanks in the containment area.

1415 OSC requests that the 32nd Street Naval Station Fire Department dispatch all available AFFF to the scene. AFFF supplies are collected and inventoried in the upper yard area at the Chevron Facility. EOC Staff Briefings.

1430 County Chief Administrative Officer (CAO) delegates Local Agency Representative authority to Director, Office of Disaster Preparedness.

1500 Waterside resources have extinguished the waterside fire and the shoreside structure fires with the exception of the tank farm involved. These resources are directed to continue providing structure protection on the bay side of the tank farm to keep the fire from spreading from the tank farm containment area.

1530 With the waterside fire extinguished the OSC requests that the Navy ORT and Foss Maritime coordinate resources to deploy boom to enclose the spill area and contain any oil that may move when the tide shifts.

1600 Sufficient quantities of foam have been assembled in the upper yard area at the Chevron facility. The OSC and San Diego Fire decide to strategically position foam supplies and commence fire suppression application of AFFF.

1630 Due to the natural evaporation, only 38% of the original spill volume remain floating on the water. With current wind conditions, the majority of the remaining spill is held along the shoreline. Due to this rapid evaporation, product properties, and ongoing fire fighting efforts, the OSC decides to let the spill evaporate instead of attempting mechanical clean-up operations (which would put cleanup personnel at risk for limited benefit).

1800 San Diego Fire extinguishes fire in tank farm containment area. Teams continue to apply AFFF to maintain the vapor suppressing foam blanket. Other teams continue to direct water streams at the containment walls to cool the product remaining in the containment area. These teams are conscious not to allow cooling streams to hit the AFFF blanket inside the containment.

2000 The product remaining in the containment area is cooled to a point where it can be safely pumped from the containment area into tank trucks which are standing by. Product in other "uninvolved" tank is also removed using installed pumps and piping (to tanks in the upper tank farm).

2330 Product removal from containment area is complete.

Day 2 to End

Product remaining in the water would remain boomed and allowed to evaporate. This process would take approximately one additional day according to the NOAA Modeling for this incident.

The California Department of Fish & Game would complete Natural Resource Damage Assessments. A short-term field monitoring of water quality impacts would be conducted utilizing water monitoring capability of San Diego Sanitation District and commercial environmental consultants (Days 1-14). This short-term monitoring would be followed by long-term biological impact studies using San Diego State University and commercial environmental consultants to develop and carry out a monitoring plan (Days 7-as necessary).

9440.6 International Worst Case Oil Spill (Mexico)

LOCATION

Pacific Ocean in Mexican waters.

SCENARIO

At 0900 on a Thursday in October, the T/V Mas Petrol was enroute to a refinery in Mexico when it lost power and went aground, 5 miles south of the US/Mexico boarder. The T/V was laden with 122,365 barrels of #6 fuel oil. The grounding caused multiple through hull ruptures and the discharge of all of the #6 fuel oil.

The wind is WNW from the east. The tide is in the seasonal high ranging from +6 to -1.5. Currently the tide is at low slack water with flood stage to occur in 3 hours. The air temp is in the mid 70's and the water temp is in the low 60's.

Actual and potential area affected include:

North San Diego Bay

San Diego Bay entrance

Tijuana River Estuary

Silver Strand

Coronado Beach

Northern Baja shoreline

Los Coronados Islands

The required response action elements are listed in chronological sequence. These include initial actions, spill response organization, containment, countermeasures, cleanup strategies, resource requirements, available resources, sources of procurement, time necessary for clean up, disposal options, and demobilization. The following response strategies for this scenario, and estimated times are for planning purposes only.

DAY ONE

0-6 hours (0900-1100)

At 0900, USCG SECTOR receives notification from Clean-up Contractors of the grounding of the T/V Mas Petrol and the spilling of its cargo. The Coast Guard initiates all internal and external notifications including: NRC, OES, Local OSPR office, Port of San Diego, USN Port Operations, San Diego ODP, District 11, NOAA SSC, RRT and USCG PAC STRIKE TEAM. CG and OSPR initiate internal recalls and mobilize Unified Command using the ICS structure. Command Post is located at the CG Activities San Diego.

At 0920, USCG SECTOR opens OSLTF with initial 100k ceiling to cover CG costs, and to protect US waters from possible impact of oil. Coastal Cleanliness is contracted to provide two off shore recovery vessels to skim any on water product that crossed into US waters. ETA on scene is 2000.

At 0940, SECTOR SD immediately requests to launch a helo overflight in Mexican airspace, request denied by Mexican government because Mexican government states that it has the situation under control and does not need the assistance of the US. SECTOR Pollution Investigator departs for Tijuana River Estuary via response vehicle. A Broadcast Notice to Mariners (BNTM) is issued advising mariners to use caution while transiting the affected area off shore. Predesignated FOSC (USCG Commanding Officer of SECTOR SD) initiates ICS organization. OSPR investigators dispatched from Kearny Mesa office and OSPR Warden recalled from Oceanside to respond.

At 1010 rcvd authorization to fly into Mexican airspace for aerial observation after contacting local congressman's office for assistance. At 1100 completed overflight of spill. Observed a large black slick, approximately 4 miles in length stretching from the grounded ship to the North. The oil has impacted shoreline from approx. 1 mile north of the grounded ship. Slick is marked with a data marker buoy. Visual observations show the slick migrating North towards the United States. Grande Oil has contacted their contracted OSRO to respond to the spill. CO SECTOR SD determined immediate action by local contractors was the best course of action to protect U.S. Waters and adjoining shorelines from potential pollution. The FOSC and SOSC decide that the Tijuana River Estuary (TJE) is the first priority for protection and the shoreline berming strategy should be immediately implemented. Border field State Park will be the staging area. At the request of the FOSC County Health closes the beach from the international border north to the Imperial Beach pier pending the arrival of the oil in U.S. waters. Local contractors, CG and State reps converge on the TJE to coordinate berming the estuary. By 1145 CG, State and contractor reps determine that the berming strategy in the ACP is invalid due to the extreme high tide. With the help of the TJE Stakeholders an inter estuary booming strategy is developed and implemented. Initial press release sent. PAC Strike Team and PIAT mobilized. SSC is en route.

6-12 hours

The Unified Command has been fully established with secondary and tertiary notifications made to: SCIC, Trustees for all South San Diego resources at risk and Sea World bird rescue center. A representative from the Mexican Consulate is invited to the Command post to act as a liaison between the U.S. and Mexico. CG Headquarters is pursuing proper channels to provide assistance to Mexico should they request it. Initial contacts between the U.S. and Mexico result in Mexico declining U.S. assistance stating that the spill was under control. FOSC analyzes use of dispersants and or possible in-situ burning. Parameters have been exceeded for both options and are ruled out as strategies. At 1230 between local contractors and USCG have deployed 2000 ft of tidal boom within the TJE. Second overflight reveals slick has impacted most of the shoreline from the spill site north to the border and is still moving north. DMB and visual observations show the slick is still moving north. FOSC requests CG VOSS system be deployed, ETA on scene from LA/LB is 0800 the next morning. FOSC requests the assistance of the US Navy for pre treatment of the beaches, providing boom, storage of waste oil and dock space for incoming off shore recovery vessels (OSRVs). The Navy, local contractors and volunteers totaling 350 people scour the beach from the TJE North to North Island NAS removing debris from the beach.

At 1400 oil begins to impact the southern end of the TJE. The inter-estuary boom strategy is working to protect most of the estuary but the entrance to the estuary is severely oiled. The entrance area includes several least tern nesting sites. The FOSC requests that the Navy attempt to use their harbor skimmers in an offshore capacity. The first skimmer returns to SD Bay shortly after passing Point Loma as the sea conditions make the small skimmer ineffective. All Navy skimmers are staged at Ballast Point in case the seas calm or the slick reaches SD Bay. The entrance to SD Bay is boomed off in anticipation of the oil continuing North. SD Bay is closed to all traffic except those vessels involved with the cleanup.

12-24 hours

Coastal Cleanliness skimmers arrive on scene but can not commence skimming ops due to darkness. SD Bay entrance boom is opened to allow the two OSRVs to tie up at the Sub Base. Breaking the boom results in sheening inside the boom.

Command post is now sagging under the weight of all the parties involved and moved to the CG Air Station Hangar to accommodate all the folks.

A first light overflight is planned along with implementing a secondary tiered boom strategy for the entrance to SD Bay. Shoreline Contamination Assessment Teams (SCAT) will be deployed at first light from the Border North to the entrance of Mission Bay. Media interest is frenzied with interest reaching to the international level.

News vans are setting up outside the CG Base as well as along the beach areas of Coronado. Cost ceiling is bumped to One million dollars. CG contracting officer and National Pollution Fund Center Personnel requested to respond to the spill that has been dubbed the "MAS PETROL SPILL".

DAY TWO

First light overflight is used to map the spill. Beaches heavily impacted from Zuniga Jetty south to the Border. The beaches from Point Loma North have not been impacted. Slick extends from the entrance of San Diego Bay all the way South to the spill site. Overflight reveals grounded vessel is boomed off and the Mexican Navy has offshore skimmers deployed as well as several hundred beach cleaners working.

OSRV Skimmers are directed to heaviest concentrations.

Secondary boom is placed in a tiered deflection strategy at either end of the containment area to direct the oil to collection sites as the tide washes in and out.

By noon the CG Cutter with the VOSS is on scene and actively collecting product Shoreline clean up has been initiated on Coronado and Imperial beaches along with the Silver Strand.

Press conference was held with CO SECTOR SD, SOSC and the Representative from the Mexican Consulate. PAC Strike Team on scene as well as, NOAA SSC, USCG PIAT, additional OSPR personnel and additional personnel from local and regional contractors.

Oiled birds are washing up along the beaches and being transported to Sea World for rehab. Authorized ceiling for the spill is raised to 500 K to cover costs and is expected to be bumped up again as burn rates for contractors and public agencies are captured. Midday overflight reveals the slick has stopped at the entrance to SD Bay and the on water product is swirling around the entrance, washing ashore and being moved by wind and tidal conditions. NRDA unit established. Media interest has increased to a frenzied level.

DAY THREE

Imperial Beach and Coronado Beach are still closed to the public; Coastal Cleanliness and CG skimmers remain in service. Beach clean up is on going and will continue for many days possibly weeks. The weather is the typical night and morning low clouds burning off in the afternoon with late morning to early afternoon winds out of the west at 6-8kts. Equipment decon station is fully operational at Ballast Point. The State Department is working on liability issues with the Mexican Government.

DAY FOUR-END

Skimming ops become unfeasible and all skimmers are demobilized and decontaminated.

Bird rescue center remains open actively trying to rehab oiled birds. NRDA is in full swing. NPFC has set up a claims unit, which is sifting through a barrage of claims. News coverage eventually dies off, as the story grows stale. The City of San Diego sees a large economic boom tied directly to the oil spill. The spill is being called the "Tijuana Estuary spill". Beach clean up and rehab will be underway for weeks as more oil washes ashore.

Attached are two trajectory maps. These two trajectories were actually run for the MAY99 Pemex spill. Although these trajectories are for a point several miles South of this scenario the rates of movement and direction of movement remain valid for this scenario.



Winter Analysis

Estimate for:

Prepared: 1359, 11/1/99

MASS Trajectory Analysis

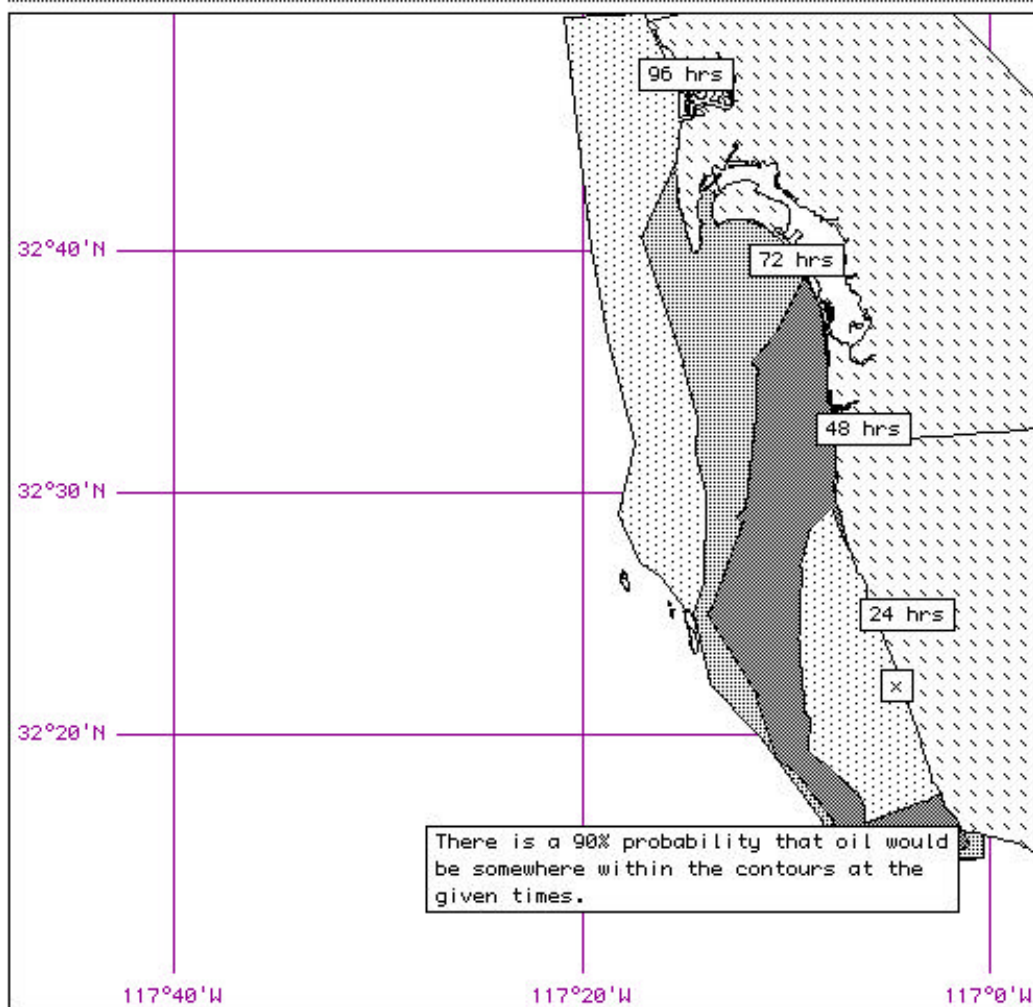
NOAA/HAZMAT/MASS (206) 526-6317



Statistical Analysis for a spill at Rosarito Mexico.

Winter Season.

Contours represent a 90% probability of some oil being in the contours.





Summer Analysis

Estimate for:

Prepared: 1359, 11/1/99

MASS Trajectory Analysis

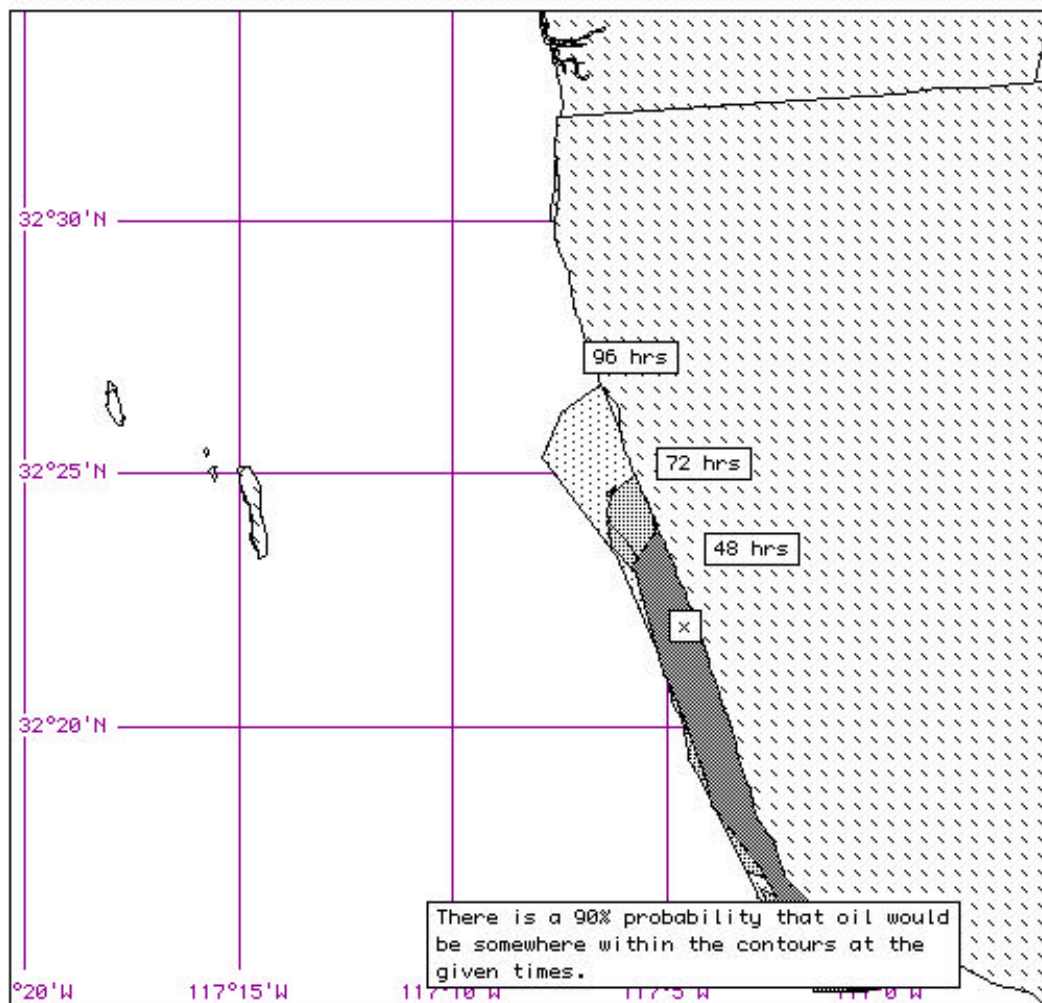
NOAA/HAZMAT/MASS (206) 526-6317



Statistical Analysis for a spill at Rosarito Mexico.

Summer Season.

Contours represent a 90% probability of some oil being in the contours.



9500 List of Agreements

Refer to [Appendix VIII of the Region 9 Regional Contingency Plan](#).

Several other Interagency agreements can be found in COMDTINST M16000.15, Marine Safety Manual, Volume 10.

(* Copy of MOU/MOA text is included in this ACP)

*MOA on Oil Pollution and Response Between Commander, Eleventh Coast Guard District and the State of California—Signed 1997

*MOA Between Department of Fish and Game's Office of Spill Prevention and Response and the State Water Resources Control Board Relating to Discharges Associated with Response Activities Conducted Pursuant to CH. 7.4, Division 1 of the Government Code.

*Memorandum Of Understanding Relating To The Handling And Transport Of Materials Used Or Recovered During An Oil Spill Between The Department Of Fish And Game's Office of Spill Prevention and Response And The Department Of Toxic Substances Control. 1997

*LOA Among U.S. Coast Guard (USCG), Environmental Protection Agency (USEPA), National Oceanic and Atmospheric Administration (NOAA), and Department of Interior (USDOI) Concerning the Use of In-Situ Burning as a Response Method to Oil Pollution for the Area 35-200 Nautical Miles Off the Coast of California.—Signed 10 April 1997.

(See Section 4550)

MOU Between U.S. Coast Guard and the Environmental Protection Agency — Signed 4 January 1982

MOU Between the Departments of Interior and Transportation Concerning Respective Responsibilities Under the National Oil and Hazardous Substances Pollution Contingency Plan — Signed 16 August 1971

Interagency Agreement Between the U.S. Fish and Wildlife Service and the U.S. Coast Guard for Participation in Pollution Incidents — Signed 24 July 1979

Instrument of Redelelegation of Sections 2(d), 2(f), 2(g), 3(a), and 4(b) of Executive Order 12316 of October 2, 1981 from the U.S. Coast Guard to the Environmental Protection Agency on Response Actions.

Interagency Agreement (IAA) between the United States Navy and the United States Coast Guard for Cooperation in Oil Spill Clean-up Operations and Salvage Operations — Signed 15 September 1980

MOU Among the National Institute for Occupational Safety and Health, the Occupational Safety and Health Administration, the United States Coast Guard and the United States Environmental Protection Agency – Signed 18 December 1980

MOU Between the Minerals Management Service of the Department of the Interior and the United States Coast Guard of the Department of Transportation Concerning Regulation Activities and Facilities on the Outer Continental Shelf of the United States — Signed 29 August 1989

MOU Between the Environmental Protection Agency and the United States Coast Guard Concerning the Mitigating of Damage to the Public Health or Welfare Caused by a Discharge of a Hazardous Substance under Section 311 of the Clean Water Act (33 USC 1321) — Signed 3 October 1979

MOU Between the Environmental Protection Agency and the United States Coast Guard on Assessment of Civil Penalties for Discharges of Oil and Designated Hazardous Substances — Signed 17 August 1979

MOU Between the Department of Transportation and the Department of the Interior Regarding Offshore Pipelines — Signed 6 May 1976

MOU Between the Department of Transportation, Department of Interior and the Environmental Protection Agency Regarding Jurisdictional Responsibilities for Offshore Facilities — Signed 14 December 1993

MOU Between the [CA] Department of Fish and Game's Office of Spill Prevention and Response and the [CA] State Lands Commission.

MOU Between the California Department of Fish and Game and California Department of Forestry and Fire Protection.

MOA on Oil Spill Prevention and Response Between Wildlife Protection Division and Office of Spill Prevention and Response.

9600 Conversions

Refer to [Appendix XXXI of the Region 9 Regional Contingency Plan](#).

9700 List of Response References

Refer to [Section 4015.01 of the Region 9 Regional Contingency Plan](#).

9710 Relevant Statute/Regulations/Authorities List

Refer to [Section 1002 of the Region 9 Regional Contingency Plan](#).

9720 Relevant Instructions/Guidelines/Standard Procedures and Practices List

Refer to [Appendix IX of the Region 9 Regional Contingency Plan](#).

This document can be found on the World Wide Web at:

www.uscg.mil/pacarea/pm/Graphic/SDacp.htm (for N.Coast, SFB & D, Cent. Coast, LA/LB N & S, and San Diego)

Field Operation Guide (FOG) Incident Command System (ICS); U.S. Coast Guard.

33 CFR

COMDTINST 16000.6, Coast Guard Marine Safety Manual, Vol. 1

COMDTINST 16000.8, Coast Guard Marine Safety Manual, Vol. 3

COMDTINST 16000.9, Coast Guard Marine Safety Manual, Vol. 4

COMDTINST 16000.10, Coast Guard Marine Safety Manual, Vol. 5

COMDTINST 16000.11, Coast Guard Marine Safety Manual, Vol. 6

COMDTINST 16000.15, Coast Guard Marine Safety Manual, Vol. 10

COMDTINST 16465.1, Spills Of National Significance Response Management System, 15 July 1997

National Contingency Plan (40 CFR Part 300)

COMDTINST 16471.1 Adoption of NIIMS ICS, 9 Feb 1996

COMDTINST 16471.2, Incident Command System Implementation Plan, 23 May 1997

9730 Geographic Response Plans

9740 Technical References List

Refer to [Section 4015.02 of the Region 9 Regional Contingency Plan](#).

9740.1 NCP Product List

9740.2 Catalog of Crude Oil & Oil Product Properties

9740.3 CHRIS Manual

The electronic CHRIS Manual is located at the following website:

<http://www.chrismanual.com/>

9740.4 FOG

9750 Waste Management Plan

One of the major issues associated with an oil spill response is the proper management of the recovered petroleum product, as well as the contaminated cleanup materials, soil, and debris. How these are managed is dependent on how they are characterized - as a solid waste, hazardous waste or a hazardous material (used or reused). This subsection presents a general approach to the management of the various types of wastes collected during an oil spill.

9760 Waste Management Options

Under California law, a hazardous substance released or discharged to marine waters of the state is defined as a waste and must be characterized as either hazardous or nonhazardous and managed accordingly. Once the waste is characterized and its final disposition is determined, the waste may be redefined and managed as a material, rather than a waste.

In accordance with **CHSC 25143.2**, recovered hazardous wastes may be managed as a hazardous **material** rather than a hazardous **waste** by utilizing any one of the following methods:

The material is used or reused as an ingredient in an industrial process to make a product, and is **NOT** reclaimed;

The material is used or reused as a substitute for commercial products, and is **NOT** reclaimed;

Without first being reclaimed, the material is returned to the original process from which it was generated as a substitute for raw material feedstock, as long as the material is returned as a substitute for raw material feedstock, and the process uses raw materials as principal feedstocks;

The material is shipped to the site from where it was generated or managed, or to another site owned by the same generator, and is either burned as a fuel or is recombined with normal process streams to produce a fuel. However, it should be noted that the DTSC has agreed with DFG/OSPR that recovered oil originally headed for a refinery will NOT be considered a hazardous waste and may still be sent to the refinery.

Remember, hazardous “material” management activities need to comply with a different set of regulations, which include, in part, the local fire code for storage and handling requirements, and 49 CFR for shipping requirements. Do NOT use a hazardous waste manifest when shipping hazardous materials use a **Bill of Lading**.

In managing hazardous wastes, one must also be responsible for adhering to the waste minimization philosophy behind good waste management practices. Waste generation and disposal can be minimized through proper waste characterization, handling, segregation, treatment, and recycling; while only solid, non-recyclable wastes are actually “disposed” of. The following waste management hierarchy should always be used in the management of both hazardous and nonhazardous wastes:

Eliminate or minimize the amount of waste generated

Source reduction

Use and reuse as a material

Reclaim or recycle

Treatment

Disposal *Dispose of waste **only** if the above priorities are not feasible !!*

The need to minimize the volume and toxicity of all hazardous wastes has been made clear and explicit in state and federal regulations; however, other reasons to minimize waste would include protection of public health and the environment, as well as economic incentives, liability incentives, and public relations incentives.

Crude oil and Refined Petroleum Product. Crude oil spilled into marine waters that is recovered and transported to the refinery of original destination or a refinery that can accept the crude oil for use or reuse may be considered a “material” rather than a “waste” and, therefore, not subject to the more stringent hazardous waste management laws and regulations [California Health and Safety Code (CHSC), Section 25143.2]. Refined petroleum products that are recovered from marine waters may also be handled as a product if they can be used for their originally intended purpose (i.e. fuel, fuel oil, etc.), per CHSC 25250.3.

There are other avenues by which recovered petroleum may be managed as a material (CHSC 251143.2). These approaches include recycling the petroleum through incineration, as a fuel, a substitute for raw material feedstock, or as an ingredient used in the production of a product (i.e. asphalt). The California Environmental Protection Agency, Department of Toxic Substances Control (DTSC) should be consulted for more information on these and other management options. The latest published list of companies that recycle oil and the latest published list of licensed used oil haulers can be obtained from DTSC.

Recovered petroleum “products” or “materials” that are not accepted by a refinery as a material, should then be recycled. Since state law requires the generator of a waste to consider recycling before other waste management methods, recycling should be the next waste management priority. To ensure that the appropriate waste management method is utilized for the recovered petroleum, the generator must characterize the waste either through knowledge of the waste or through analysis by a State certified laboratory to determine if the waste is hazardous or non-hazardous. It is the responsibility of the Responsible Party (RP) to have the waste accurately characterized for proper disposition [Title 22, Section 66260.200(c) of the California Code of Regulations (22 CCR)].

Discharge to Sea of Water Separated From Recovered Oil. Oil recovered at sea typically contains significant amounts of seawater. In order to maintain the efficiency of the skimming process this water must be separated/decanted from the oil and discharged back to the ocean during recovery operations. Separated sea water typically contains elevated levels of hydrocarbons and thus the discharge of this material may constitute a discharge of a pollutant; therefore, in 1995, a Memorandum of Understanding (MOU) had been entered by the SWRCB and OSPR which addresses all permits and requirements pertaining to the incidental discharge of wastewater during oil spill response activities. The MOU finds that these discharges are exempt from the regulation under a National Pollution Discharge Elimination System (NPDES) permit. Additionally, the MOU also provides that the SWRCB will recommend that the coastal RWQCB waive the issuance of waste discharge requirements for these types of discharges.

The “discharge” of separated/decanted water is recognized by the Federal On-Scene Commander (FOSC) as an integral part of offshore skimming operations and as an excellent waste minimization tool. The FOSC or designee, therefore, may authorize the discharge of separated/decanted water back into the sea within the catenary area of a boom/skimming system outside of State waters (3 miles), in accordance with the MOU between SWRCB and OSPR. The exception to this will be in NOAA Marine Sanctuary waters. With the addition of the Monterey Bay National Marine Sanctuary a significant portion of the coastline is now part of the National Marine Sanctuary program. Other sanctuaries include Point Reyes/Farallon Island, Channel Islands San Miguel, Santa Cruz, Santa Rosa, Anacapa, Santa Barbara Island, Richardson and Castle Rock), and Cordell Banks. Federal law prohibits the discharge of material, such as separated water, to marine sanctuaries unless permitted by the Administrator of the sanctuary program. negotiations are presently under way seeking pre-approval to discharge separated waters during an emergency response to oil spills within the sanctuaries. Until pre-approval is obtained, permit for the discharge of separated water must be obtained from the Sanctuary Program, via the appropriate field office, before any discharge can take place. The phone numbers for the Sanctuary field offices are as follows: Monterey Bay @ (408) 647-4258; Channel Islands @ (805) 966-7107; and Farallones and Cordell Bank @ (415) 556-3509.

Contaminated Debris. Contaminated debris including organic material, contaminated cleanup equipment (i.e., PPE, sorbents, booms, etc.) and other contaminated materials that cannot be recycled must be managed as a waste. The materials must also be characterized before the appropriate waste management option is determined.

If the debris is contaminated only with petroleum or any of its fractions, then it is exempt from regulation under Section 25143.12 of the Health and Safety Code if ALL of the following conditions are met:

The debris consists exclusively of wood, paper, textile materials, concrete rubble, metallic objects, or other solid manufactured objects;

The debris is not subject to regulation as a hazardous waste under the federal act;

The debris does not contain any free liquids, as determined by the paint filter test specified in the regulations adopted by the department;

The debris is disposed of in a composite lined portion of a waste management unit which is classified as either a Class I or Class II landfill in accordance with 23 CCR 2530, *et seq.*, the disposal is made in accordance with the applicable requirements of the California Regional Water Quality Control Board and the California Integrated Waste Management Board, and, if the waste management unit is a Class II landfill, it is sited, designed, constructed and operated in accordance with the minimum standards applicable on or after 10/9/93 to new or expanded municipal solid waste landfills, which are contained in 40 CFR 258.1, *et seq.*

Oiled Animal Carcasses. Oiled animals and carcasses should be collected and turned over to the California Department of Fish and Game, Office of Spill Prevention and Response (OSPR) representatives who are responsible for wildlife rehabilitation and collection of carcasses for natural resource damage assessment (NRDA) . The identification and location of OSPR representatives can be provided by the Unified Command Center. OSPR will be responsible for the disposal of the oil-contaminated carcasses.

9770 Waste Minimization and Recycling Opportunities

Debris Avoidance. It is generally not possible to avoid the generation of oily debris resulting from the contact of floating oil with waterborne solids, however, it is possible to minimize the generation of oily debris in the coastal intertidal zone if the anticipated area of oil impact can be cleaned prior to stranding of the spilled oil. This has been successfully accomplished in a small number of past spills.

Personnel can be deployed to remove debris from beach intertidal areas to above the high tide line in order to minimize oiling of stranded debris/trash. It is important to note that such crews are not likely to be certified as required under OSHA 1910.120 and can only perform this task prior to the stranding of spilled oil. An Industrial Hygienist and/or Health & Safety specialist should be consulted regarding the limitations of these crews and the effective establishment of exclusion zones in the area of beach impact.

Selection of Personal Protective Equipment. Depending upon climatic conditions and material compatibilities of personal protective equipment (PPE), waste can be minimized through the selection of reusable equipment, when possible. For instance, the use of reusable PPE (such as gloves and boots) instead of disposable PPE can minimize the generation of the oil-contaminated disposable PPE, as long as such equipment use is approved by the site safety officer. Such decisions should be made early in the response process in order to minimize the generation of contaminated PPE that is generally considered a hazardous waste and managed at a Class I hazardous waste management facility.

Recovered Oil and Oil-water. In order to maximize skimmer efficiency and effectiveness, water should be decanted to the spill impact area with the approval of the FOSC and relevant state agency representatives. Operational standards (e.g., decanting only in the impact area where water depth is sufficient; no free oil) should be established as soon as skimming is initiated. In federal waters, decanting can be approved through a request to the FOSC. As discussed earlier, in state waters approval must be secured from the Regional Water Quality Control Board (see the MOU between the SWRCB and OSPR).

Both oil and oily-water recovered from skimming operations should be off-loaded to facilities (i.e.; terminals, refineries) where it can be effectively managed as a material, or recycled as a wastestream at an off-site recycling facility (i.e.; commercial refiners, reclaimers, recyclers). These facilities may be able to provide temporary waste storage in their tank or container storage areas. Prior to commencing any storage activities, however, the facility may have to obtain an emergency permit from the DTSC (approval is usually over the phone, followed by the appropriate paperwork in the mail). Additionally, any oiled debris that is recovered along with the skimmed oil must also be maintained in a secure, temporary waste storage area until it is sufficiently characterized for final disposition.

Sorbent Use/Reuse: Synthetic sorbents (i.e., pads, sweeps, and booms) have become standard response materials in the “mechanical recovery” of spilled oil. Their oleophilic, hydrophobic character makes them efficient at separating oil and water and they are routinely used to recover oil from solid surfaces as well (e.g., rubble, cobble and boulder shorelines; equipment/gear; vessels; etc.). Since oiled sorbent material often constitutes a substantial percentage of the oily solid waste generated during spill response and cleanup, opportunities for minimizing this waste volume should be considered.

Some sorbents are designed to be reusable (i.e., mechanized rope-mop skimmers) or can be recycled on-site with inexpensive gear (e.g., appropriate barrel-mounted wringers). Sorbent manufacturer instructions should be followed regarding the limits of effective reuse for their individual products. It is also possible to replace sorbent sweeps and booms with recyclable boom and other appropriate gear in circumstances where floating oil can be efficiently recovered without generating oiled sorbents. For example, in good-access, low energy shoreline areas (harbors, bays, inlets), it may be possible to use containment-boom and recover the trapped oil with vacuum trucks instead of contaminating large volumes of sorbent.

Petroleum-contaminated Soil Recycling and Reuse: While the volume of petroleum--contaminated soil associated with coastal spills is generally lower than such volumes resulting from large inland spills, opportunities for recycling/reuse should be considered. For soils satisfying the waste profiling requirements of the state and commercial facilities, beneficial reuse as daily landfill cover after appropriate treatment is an available option in California (see Response Resources list). Recycling of oil-contaminated soil as aggregate in cold-mix and hot batch asphalt is available at four facilities in the State of Washington. Furthermore, a recently completed study of the incorporation of oily/solid residuals into construction materials concluded that a large market exists in California and that these recycling/reuse opportunities should be pursued and encouraged. It is important to note that both the costs and benefits of such recycling (less than \$100/ton and low future liability) versus disposal in a California Class I or II disposal facility (greater than \$100/ton and moderate to high future liability) are substantial. Removal of contaminated soil from temporary storage will require the authorization Unified Command, FOSC, or SIC.

9780 Temporary Storage

To expedite removal of spilled oil, refined products, and contaminated materials from marine waters during an emergency-response, containment activities (to include temporary waste storage) may be conducted at appropriate on-shore locations [22 CCR 66270.1(c)3]. The transportation of oil and contaminated material to temporary waste storage sites during an emergency response is exempt from transportation and manifesting requirements, per the draft MOU between OSPR and DTSC (these requirements are also exempted per 22 CCR 66263.30 and/or 66263.43 for transportation-related emergency responses.

During an immediate response, all oil and/or oily materials may be recovered, transported, or transferred to temporary waste storage sites and are exempt from any hazardous waste generator and facility permit requirements for a period of 30 days, per the draft MOU between OSPR and DTSC. Additional 30-day extensions may be granted by DTSC, under appropriate circumstances.

Temporary storage sites can be an area or facility approved by the IC or Unified Command for characterizing and/or temporarily storing recovered oil and/or oily materials used, collected, or recovered during an oil spill response. Such an area may include, but is not limited to, permitted or interim status hazardous waste storage facilities, other non-permitted facilities, vessels, barges, tanks, vacuum trucks, barrels, containers, storage piles, or other appropriate containment methods and locations that may be used to hold recovered oil and/or oily materials. Temporary storage sites need not be owned, operated, or leased by the RP. Temporary storage sites that are on-shore should be established at locations that are convenient to the recovery operations for the temporary storage of recovered petroleum products, and contaminated materials and debris. Siting of the temporary storage site, however, must be done with the concurrence of the following:

FOSC

SIC

DTSC [The DTSC duty officer can be contacted at one of the following phone numbers: Region 1 (Sacramento) @ 916-255-3564; Region 2 (Oakland) @ 510-540-3739; Region 3 (Glendale) @ 818-551-2830; and Region 4 (Long Beach) @ 310-590-4968.]

California Coastal Commission/Bay Area Conservation and Development Commission Joint Oil Spill Program (BCDC/CCC) [for further information on obtaining temporary and/or emergency permits within the coastal zone, contact the CCC/BCDC at (415) 557-3683]

Regional Water Quality Control Board (RWQCB), and

Local health, fire and emergency service departments.

If a Unified Command is established, OSPR will facilitate the contact of the state and local government agencies through the Liaison Officer.

9790 Initial Treatment

Petroleum and petroleum contaminated cleanup materials can potentially be treated at the temporary storage site. One of the treatment processes that may be used is Transportable Treatment Units (TTU). The most likely treatment process undertaken with a TTU will be separation of water from collected petroleum. Another treatment method employed for separating water on-site is decanting water from temporary storage tanks.

Any water generated through the separation of petroleum and seawater may be potentially discharged to a sanitary sewer system or back to marine waters. A discharge to the sanitary sewer will require a permit from the local sanitation district that will establish effluent requirements for the discharged water. Should a sanitation district not allow the discharge of water to its system, the recovered sea water would either be discharged back to the adjacent marine waters or transported off-site for disposal. The discharge of recovered sea water to state waters will require a NPDES permit from the local RWQCB, if it isn't under the scope of the OSPR/SWRCB MOU. A portable incinerator may be another type of TTU available during a spill response for use with contaminated material. The use of an incinerator will require a permit from DTSC and the local air pollution control district or air quality management district. The potential use of any TTU and regulatory standards must be discussed with DTSC.

97100 Characterization of Recovered Material

Recovered petroleum and contaminated debris not recycled must be characterized to determine their waste classification before the waste can be shipped to a proper waste management facility for final disposition. A State of California certified hazardous waste laboratory might conduct the actual testing on representative samples of each type of waste.

It is the responsibility of the generator, or the responsible party (RP), to have the recovered petroleum and other contaminated materials accurately characterized as either hazardous or nonhazardous for proper disposition [22 CCR 66260.200(c)]. A generator who incorrectly determines and manages a hazardous waste as non-hazardous is in violation of the hazardous waste requirements and may be subject to DTSC enforcement action.

According to 22 CCR 66264.13 and 66265.13, before an owner or operator of a treatment, storage, or disposal facility transfers, treats or disposes of any hazardous waste, the owner or operator shall obtain a detailed chemical and physical analysis of a representative sample of the waste. An analysis of the waste, therefore, must be provided to the hazardous waste management facility (HWMF) via a profile sheet that can be obtained from the HWMF. The HWMF then determines whether or not the waste can be accepted prior to its shipment. State criteria for characterizing a waste hazardous or nonhazardous is found in 22 CCR 66261.10 and 66261.20-66261.24 while federal criteria is presented in 40 CFR 261.30-261.33 (see Figure E.VI.2). These criteria can apply to any oily-water, sorbents, booms, and debris generated as a result of an oil spill clean up. Based on waste characterization, the wastes can be further defined as either a Federal Resource Conservation and Recovery Act (RCRA) waste (hazardous waste regulated under federal regulations), a non-RCRA waste (hazardous waste regulated under California regulations only), or a non-hazardous waste. Be aware, however, that some non-hazardous wastes may be defined as a “designated waste” per 23 CCR 25522, and should be managed accordingly. Once the waste is characterized, disposition options can then be selected. Removal of recovered material from temporary storage will require authorization by the Unified Command, FOSC, or SIC.

97110 Transportation

Recovered petroleum product not accepted at a refinery for reuse must be transported to an approved waste management facility. The type of waste management facility will be based on the results of the waste analysis performed.

Hazardous Waste: Waste classified as hazardous under either federal or State regulations must be transported to a permitted or interim status hazardous waste management facility. Any shipments of hazardous waste must be done by a transporter who is registered with DTSC as a hazardous waste hauler (a list is available from the DTSC) and has a valid EPA Identification Number. Prior to removal of the hazardous material from temporary storage, a California Uniform Hazardous Waste Manifest (EPA Form # 8700-22A) must be prepared by the generator (RP or designee) for recovered petroleum and other contaminated materials (22 CCR 66263.20-66263.23). While preparing the manifest, the RP may request assistance from the on-scene DTSC representative or the DTSC regional duty officer.

All hazardous materials and wastes shipped off-site must be transported in compliance with applicable regulations. These include the RCRA regulations in 40 CFR 262-263, DOT Hazardous Materials Regulations (49 CFR 171-178), and any applicable state regulations (22 CCR 6626.20-6626.23).

Nonhazardous Waste: Waste that is determined to be nonhazardous but is a “designated waste” (per 23 CCR 2522) will be transported to a Class II waste management facility. Manifesting of the waste is not required but a Bill of Lading is required for transportation. The appropriate Regional Water Quality Control Board (RWQCB, list in Table E.VI.3) and local health department should be contacted to determine what waste management facility will accept the waste and any additional test requirements the facility might require (see tables E.VI.4). Removal of nonhazardous waste from temporary storage will require authorization by the Unified Command, FOSC, or SIC.

Off-Site Waste Management Facilities

Depending on the type of waste and how it is to be managed, you need to identify an appropriate off-site waste management facility, as follows:

Non-hazardous waste/designated waste (per 23 CCR 2522): Transport to a Class II waste management facility*.

Non-hazardous waste/non-designated waste (per 23 CCR 2522): Transport to a Class III waste management facility*.

Hazardous waste: Transport to a facility as a “material” for use/reuse; or to an authorized Class I hazardous waste management facility for recycling, treatment, storage, or disposal.

The Regional Water Quality Control Boards should be consulted for information on the location and disposal requirements of facilities in their region.

To avoid confusion and panic at the time of a spill incident, it usually helps to plan ahead and identify the waste management facilities (primary and alternates) to use for the different types of waste streams that are expected to be generated during a spill response and clean-up.

For a list of Recyclers within California, as well as in other states, call DTSC/Resource Recovery Unit at (916) 323-6042 for a copy of the *California Waste Exchange Directory of Industrial Recyclers and Listing of Hazardous Wastes Available for Recycling*.